

AMERICAN
CIVIC
ANNUAL

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In Mount Rainier National Park

AMERICAN CIVIC ANNUAL

A RECORD OF RECENT CIVIC ADVANCE
WITH A LIST OF
WHO'S WHO IN CIVIC ACHIEVEMENT

EDITED BY
HARLEAN JAMES
Executive Secretary
American Civic Association

VOL. III

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FOREWORD

By FREDERIC A. DELANO, *President American Civic Association*

THIS is the third year of the Civic Annual. It is making friends and becoming a real institution. Each year we try to take up a new range of topics, and this year we are emphasizing, on the one hand, some of the more stupendous beauties of Nature unspoiled, as in our great National Parks, and on the other side, the necessity of making our cities more useful, more wholesome, and more enjoyable by intelligent planning. In the older cities, where opportunities have been neglected or, as in some cases, actually ruined, the job of saving something out of the situation has often been very difficult; but even there intelligent planning and execution are doing much, and in the less densely populated suburbs planning is being done with an eye to future necessities. We appreciate now, better than we did twenty-five years ago, that the city dweller cares for the beauties of the country even more than the man who spends his life there; and by the same token, country folk see the advantages which a well-planned city has to offer, and this is reflected in better county and village planning.

The American Civic Association stands preëminently for the preservation of the natural beauties of our Nation. In the words of our National Anthem—

We love thy rocks and rills,
Thy woods and templed hills,

but in man-made cities we want to see intelligent use made of the natural resources afforded by the terrain. We want to see every village and town preserve all it can of the natural advantages of its location. It is clearly right that New York should make the most of its water-front on the majestic Hudson, and also of its rocky hills and promontories; that Chicago should play up its wonderful shore-front on Lake Michigan; that Washington should conserve its hills and forested valleys and its river-front; but this is equally true, to a greater or less degree, of every town and hamlet in our broad land. Intelligent planning should know how to make the most of these natural resources of our country and preserve the individuality which distinguishes one town from another. Let us never suggest

that standardization be carried to the absurd extreme that one cannot tell one town from another. Two fine examples of town individuality come to my mind as I write: Charlottesville, Virginia, where that master-planner, Thomas Jefferson, put the real stamp of individuality; and Lincoln, Nebraska, where a great architect of modern time, Bertram Goodhue, emphasized the dominant characteristic of its location by building a Capitol which can be seen as far as the sight can penetrate.

Our National Forests, our State Reservations, our aroused consciousness in the matter of roadside beauty, are all discussed by members of this Civic Association family who are interested in the manifold sides of our question.

The purpose of the Annual is primarily to become better acquainted with our country, our mutual problems, and finally with each other. Every member of the Association will read at least two articles—his own and one other. That may, and I hope will, whet his appetite for more. And, as the Civic Association goes in for quality and not quantity in its membership, it is unnecessary to say that the articles here printed average *very excellent*. Even so, however, the work of assembling and coördinating all this valuable data has been no small undertaking, and that, too, must be commended.

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THE NATION

OUR NATIONAL PARKS

Foreword

By RAY LYMAN WILBUR, Secretary of the Interior

IN NO other way is the upward trend of our modern civilization so well exemplified as in the establishment, development, and increasing use of our National Park and Monument system. This innovation, destined to give our citizens of all classes equal opportunities in the enjoyment and benefits of out-of-doors, under the most advantageous conditions, has gone hand in hand with the increased standard of material welfare for which the United States stands. Where once the best in scenery, as well as in everything else, was reserved for the use of those most favored, and for the pleasure of kings and princes, today every American citizen or visitor to our shores may enjoy the most priceless offerings of nature. Democracy is believed to be still in the experimental stage, but surely any system that institutes and makes successful such a magnificent experiment cannot fail of its ultimate purpose.

Not so many years ago, when the correlation of the National Parks and Monuments was undertaken, recreation was considered the main public use of these areas. The public mind did not grasp the full significance of the system. As these areas were administered and developed from the recreational standpoint, however, unforeseen and much greater possibilities of use unfolded. The people themselves, when confronted with the stupendous works of nature which the National Parks exemplify, began to ask questions; to demand information, or education in its broadest sense. Thus, through public demand, began the educational and inspirational development of the National Parks and Monuments which today is considered their major use.

One of the most interesting developments in connection with the increased and larger use of the National Park and Monument system is the new type of public servant it has evolved. Park requirements are high along administrative, engineering, architectural, and educational lines. Trained men of broad experience in all lines of endeavor become interested in the work from a

humanitarian standpoint and devote themselves to the advancement of every phase of National Park and Monument development from the standpoint of greatest value to the visitor. The fact of working with nature's masterpieces, for the happiness of others, appeals to practical-minded men, who never stop to analyze the cause but carry on their work with disregard of the more brilliant opportunities offered for advancement in other fields.

To my mind that is just one more argument for the success of our democracy—no empty words about the equality of man, but an honest endeavor to promote it.

The Year's Advance in National Parks

By HORACE M. ALBRIGHT, Director National Park Service

THE National Park Service is once more conspicuously favored by its faithful unofficial aide and adviser, the American Civic Association, as it receives a generous allotment of space in the 1931 Civic Annual.

When last year's Annual was in preparation, Congress was still in session and important National Park projects in the East were under discussion. Aided by John D. Rockefeller, Jr., the United States had just acquired the great sugar and yellow pine forests of the Yosemite. The Great Smoky Mountains National Park had been formally established by the acceptance of nearly 160,000 acres of land and timber which the Service was authorized to protect. Wakefield, hallowed ground bordering the Potomac where George Washington was born, had been made a National Monument under the National Park Service and, in coöperation with the Wakefield National Memorial Association, measures were being taken to restore the gardens and build on the foundations of the birth-house a structure which must closely resemble the original mansion of the Washingtons. The house and ancient kitchen nearby are now approaching completion.

Last year's Annual predicted the establishment of the Colonial National Monument to bring together in one great historical reservation, the component parts of which would be connected by a parkway, the Battlefield of Yorktown, the ancient city of Williamsburg and Jamestown Island. July 3, 1930, Congress

passed the bill establishing the Monument and already much of the Yorktown area has been purchased; also, the parkway between this section and Williamsburg is under way. These new Monuments have bestowed leadership in the preservation of national historical shrines on the National Park Service, and our move into this field of activity has had the unqualified support of the American Civic Association.

Last year the Everglades National Park project in Florida was much discussed and had several pages in the Annual. The bill establishing this interesting park passed the Senate in January, 1931, but failed in the House of Representatives. Doubtless it will be enacted into law next winter.

Meantime new stars have appeared in the National Park firmament, some in the East, others in the West, and one in the North whose spectacular rise to national prominence surprised everybody. Some of these new features which have further distinguished the National Park and Monument system are described in the following pages.

The "Star of the North" is Isle Royale in Lake Superior, very near the Canadian line and a part of the State of Michigan. It will become a National Park when its lands are acquired and donated to the United States. Dr. Frank R. Oastler, of New York, who spends his summers exploring out-of-the-way places, has visited Isle Royale twice and photographed its birds, animals, and forests. His writings on this unique island materially helped to secure recognition by Congress. For this Annual he has written in his vigorous style a particularly fine analysis of Isle Royale's qualifications for National Parkhood. Doctor Oastler is connected with the National Park Service as a member of its Advisory Board on Educational Problems.

While Isle Royale and the Everglades were the preëminent park proposals in the headlines and editorials, Canyon de Chelly, in the Navajo Indian Reservation, Arizona, became a very important National Monument. This new reservation, which includes both Canyon de Chelly and Canyon del Muerto, is not only famous for its cliff dwellings and other prehistoric structures, but is also an outstanding scenic area of immense proportions and remarkable color. It is a paradise for archeological research and is especially important because of its relation to the new Laboratory of Anthropology at Santa Fé which

has just been established through the aid of Mr. Rockefeller, Jr. The Laboratory will be the headquarters for research in the archeology, anthropology, and ethnology of the Southwest. Its Director is Jesse L. Nusbaum, for ten years Superintendent of Mesa Verde Park and for the past four years Department Archeologist as well as park executive. No man is better qualified to discuss Southwestern archeology in relation to National Parks and Monuments than Mr. Nusbaum. He tells us in his article about both the Laboratory and Canyon de Chelly. Although we have lost him as Mesa Verde Superintendent he continues as our official archeologist.

During the year, under special acts of Congress or under the general authority of the Monuments Act of 1906, several National Parks and Monuments were enlarged. For instance, 17,900 acres were added to Zion National Park, including 600 acres of private holdings in one of the most scenic sections of the Park, which were purchased with the aid of the Union Pacific Railroad. Bryce Canyon Park's territory was extended by 20,789 acres, and Rocky Mountain Park was enriched by the addition of 14,144 acres of the Never Summer Range at the very headwaters of the Colorado River. Mt. Rainier's eastern line was moved to the summit of the Cascades and 34,000 acres of magnificent forests, mountains, and canyons thus attained park status. Petrified Forest and Aztec Ruins Monuments were increased in size and made more effective through proclamations of the President reserving 11,018 acres of additional land. While very interesting, these important territorial gains cannot be described here.

The article in this Annual on Death Valley from Roger W. Toll's pen conveys an excellent impression, we think, of an outstanding opportunity to preserve a part of America's desert wilderness in its primeval state. For several years Death Valley has been easily accessible to travelers, and last winter attracted a larger increase in visitors over the previous season than any other vacation land in the West. It offers a spectacle of weird landscape, composed of gorgeously colored rocks and desert plants. In winter its climate is delightful and healthful. Good accommodations, built near pure water, have robbed the Valley of its early terrors without taking away its worth-while thrills. Superintendent Toll, experienced park

executive, with years of service as head of Mt. Rainier, Rocky Mountain, and Yellowstone to his credit, widely traveled, a keen observer and good writer, tells us here why he thinks Death Valley logically belongs to the National Park System. Being almost exclusively public land, and already temporarily reserved by the President, it is quite likely that its permanent status will soon be determined in line with Mr. Toll's findings.

Roads are necessary to make the outstanding features of the National Parks accessible, and the Service is building new highways on modern standards in several parks and monuments. The Zion-Mt. Carmel Road, connecting Zion and Bryce Canyon National Parks, was opened July 4, 1930, and dedicated by nearly a score of governors of the United States after their annual conference at Salt Lake City. This spectacular highway is in a tunnel for 5,400 feet, and magnificent views of the temples and spires of Zion are open to the traveler from six great galleries which light the road that could not get a foothold on the cliffs outside. The Trail Ridge Road in Rocky Mountain Park, 7 miles of which stretch across the summit of the Range above 12,000 feet altitude, is nearing completion. So is the Going-to-the-Sun Highway across Glacier Park, a road that will be discussed around the world. But most of our highway funds are going to reconstruction of old roads which are being rebuilt for modern traffic, with greater care being given to landscape protection. Old roads are being obliterated through planting; stumps, debris, and telephone and electric power lines are being removed from the roadsides. Signs, of course, have never been permitted on National Park roads.

When all of our present highway projects are completed, fully 75 per cent of National Park territory will be in wilderness state and inaccessible except by trails. We are now building some wonderful paths for hiker and horseman into the wild places of all the parks. Frank A. Kittredge, Chief Engineer of the National Park Service, who has charge of this interesting construction work, tells us some of the problems he encounters and the policies that guide him in their solution. Mr. Kittredge has had wide experience in the western mountains, first in the employ of State governments, then the U. S. Bureau of Public Roads, and since 1927 in the National Park Service.

Visitors are asking more of the Service. They want to know

about the work of nature. They find the parks and monuments are not primarily playgrounds but that the inspirational appeal and the educational opportunities of these places increase many-fold the benefits and pleasures of their vacation period and enrich their lives. To meet the insistent demand for information about the parks and monuments, Dr. H. C. Bryant, of California, has been made Assistant Director in charge of our branch of Education, and he gives us in his story to follow a few pages hence a brief account of the scope of his work. Dr. Bryant was one of the first to develop the principles of nature-guiding and has been active in National Park affairs since 1920, when he and Dr. Loye H. Miller began the nature-guide service in Yosemite Valley. As author, lecturer, guide, and executive, Dr. Bryant is a natural leader in his field. Much will be heard of him in the future. Really he needs no introduction to Civic Annual readers.

While the Service he founded carries on his work in accordance with his policies and in his spirit, Stephen T. Mather is never for a moment forgotten. Memorials to him are taking form throughout the Nation. The Stephen T. Mather Appreciation, with headquarters in Washington, has been especially active. On March 4, 1931, Congress passed a bill authorizing a memorial in the Nation's Capital. Isabelle F. Story, Chief of the Division of Public Relations of the Service, outlines for us in this series the scope of the Mather Memorial plans and results already accomplished. Miss Story joined Mr. Mather's organization before the Service was established. She has had charge of our publications, editorial work, and general public relations activities for years, and is one of the ablest and best known officers of the Bureau.

It is a pleasant task to write for the Civic Annual and Civic Comment. These publications carry our stories to worth-while people everywhere. They strengthen our hands, they enhance the prestige of the Service, and they bring us new friends. Once more we acknowledge the consistent and effective support of the American Civic Association, and we express our profound gratitude for the interest of its officers and members in the affairs of the National Park Service.

The National Park Service in Action

By J. HORACE McFARLAND, L.H.D.

Past President American Civic Association; Chairman National Parks Committee

IT IS with peculiar pleasure that I record three instances within my own recent experiences of how the National Park Service serves the citizens who enjoy it, and must continue to sustain, support, and increase it.

One of the instances is relatively minor. It was undertaken purposely without making myself known as an ardent National Park "fan." It came as a pleasant incident on the Santa Fé road to the West, when I diverted with several score of fellow travelers to see the Arizona Petrified Forest National Monument administered from Washington in the National Park Service.

The personal contacts were immediately and continuously courteous and informative. The erected signs, not obtrusive, were such as to convince the visitors that bootlegging bits of the Petrified Forest was inadvisable as well as unnecessary, and just here a point of park wisdom appeared in the frank admission that a proper desire would exist to carry away evidences of the vast and marvelous forces of nature thus interestingly manifested. Things were decently and squarely and honestly on sale under conditions to be commended and admired.

Then came the interesting, succinct, and capable setting forth of what the Petrified Forest was and arose from, as given by the Chief Ranger at this monument. He knew what he was talking about. He knew it intelligently, and he did not know it with a million of unnecessary words, but with all the facts that had to be presented given in a few minutes. He was a good salesman and a proper salesman of the National Park spirit, the National Park ideals, and the National Park Service.

Next came a larger item, in a first visit to the Grand Canyon National Park. Here my family and I were expected, and in the necessary absence on service of the superintendent, his assistant greeted me with more courtesy and attention than I had any right to expect.

With considerable experience I could discount, so to speak, the personal courtesies provided for me by Mr. Albright's notice and kindness. I could see in every item about the Grand

Canyon the fine spirit of interest and attention which gives this awe-inspiring record of the way in which the world has been built up from its foundation vast value in building patriotism. Everywhere the tourist was handled with courtesy and intelligence. The rangers were "doing their bit" in such fashion as to carry forward the high purpose underlying the whole service.

This high purpose pervaded thoroughly the hotel accommodations where necessary, for however enthusiastic one may be in the view of one of God's greatest wonders, he must eat and sleep and move about. One poorly served meal, one uncomfortable bed, a dozen sour words from an attendant, can poison a great deal of goodwill planned and to be delivered by the Service itself.

It would be futile for me to attempt to discuss the marvels of the Grand Canyon or to add my feeble word in appreciation of its combination of charm, of color, mist, sunlight, shadow, and earth-facts. I want rather to record my feeling that in this National Park the public is well served, intelligently served, and patriotically served.

It was not hard to get into two enthusiasms, one of admiration and the other the contrary. The Park Naturalist took care of my inquiries as to the flora of this peculiar region, and I could see the way in which the information at command helped increase knowledge and appreciation of the magnificence of the Grand Canyon and of the way in which it is proceeding on its endless course of world development. Through the Chief Ranger I came into knowledge of the rather bothersome "twilight zone" between various Federal departments, in which the contemptible billboard had taken refuge from both to carry forward the shrewd observation I heard William Jennings Bryan make during the first White House Conference in 1908. I yet owe the Service such investigation and interposition as may help bring all the Federal departments into harmony in respect to the intrusion of private signs on the public property, thoroughly excluded alike by park and forest authorities, but creeping in apparently under the General Land Office along approaching highways.

I admit at the outset that I ought to be ashamed not to have visited the Yosemite National Park earlier than the occasion of my recent California trip. I was there in 1911, with the then

Secretary of the Interior Fisher and the group that accompanied him when, with the city engineer of California, we went into the Hetch Hetchy Valley in order to see why that important section of the Yosemite should or should not be given over to the purposes of a municipal reservoir. It was perhaps just as well that after the three hard days of this cross-country trip under extremely difficult conditions I did not go into the main Yosemite Valley. Incidentally, it was with regret that I found myself unable to return to the Hetch Hetchy in order to see the continuing failure of the San Francisco sacrilege in actually delivering to that great city the water it ostensibly wanted. The Hetch Hetchy Valley is gone, and with it more than a third of the glories and beauties of this marvelous showing of Sierra scenery.

Our visit to the Yosemite really began when Mr. Lloyd, the Assistant Superintendent, picked us up in San Francisco and took us through the San Joaquin Valley to Merced, and then up through the historic as well as beautiful country of the "Forty-niners" to Yosemite Village and the Ahwahnee. I admit to having been particularly favored by this attention arranged by Colonel Thomson, but I won't admit that it was other than pleasant and informative because of the real park service involved in the transfer to a thoroughly interested visitor of information, observation, and park devotion which resulted.

Within the Yosemite, under the shadow of El Capitan and on into this marvelous valley, there appeared everywhere the effective participation of the Park Service in informing, guiding, and really necessarily restraining the public not always bent on pure pleasure. The improvement in the flora of the valley, the restoration of the natural conditions, the accessibility of strategic points, the growing thoughtfulness of the service, gave us continuing pleasure.

It was surely a high light of the trip to have Colonel Thomson take us to the Mariposa Grove of big trees. Every mile of the way gave further evidence of the National Park spirit in action, even when we got out of the Park (as was sorrowfully necessary in order to reach this grove, because Congress has not yet properly bound in the requisite territory) and waited while a tremendous steam-shovel engaged in road-building cleared away awe-inspiring boulders from our path. An ordinary and

conventional method would simply have shut the traveler out while this road-building was going on, but under the wise provision and management prevailing, the traveler got through surrounded by safety, and meeting only courtesy even when he was a nuisance.

All my life I have been an admirer of great trees. I have seen them both loved and desecrated, appreciated and destroyed, but never have I seen the same provision as that existing and steadily practiced in the Yosemite National Park. It seems to me that somewhere in the general scheme of things, and knowing as I do that the encircling added annual rings of a great tree record the occurrences about it, the Grizzly Giant must be making a special effort to add to its thousands of historical years some impression made by the love and foresight of Colonel Thomson. He is mortal, like the rest of us, but so far as one able and interested mortal can manage, those big trees are going to stay big and alive and go on with their almost mysterious age-long admonitions. This feeling of awe was increased when we were informed of the reason for these remaining sequoia groves, which then seemed still more to concern us with the facts of the world's foundation.

As I have thus seen two National Parks and one National Monument in action, I have felt more than ever that my own little part in helping to set going the machinery of this care has been most abundantly worth while. Surely no decent American can be other than glad he has had opportunity to participate in the work of the National Park Service in any way.



Yavapai Museum, Grand Canyon National Park



Morris Museum, Yellowstone National Park

Research and Education in the National Parks

By HAROLD C. BRYANT, Assistant Director, National Park Service

WE recognize that the National Parks, with their superlative natural phenomena, afford an unusual opportunity for imparting worth-while knowledge to the numerous park visitors (2,800,000 in the travel year 1930).

The first plan developed for helping visitors in the interpretation of park features provided for the appointment of a Park Naturalist in each park to be responsible for an educational program. Later, supervision of the work was provided through a Chief Park Naturalist. In 1930, a Branch of Research and Education was established at headquarters in Washington, with an initial staff of three and a field headquarters in California with a staff of four.

As a result of this new development, the educational work in the parks will be coördinated and expanded. There is hope that new methods in adult education will be discovered, and that the National Parks will become the great universities of the out-of-doors for which their superlative exhibits so splendidly equip them.

General Policies. The enlarged program of educational activities of the National Park Service is based upon the following main general policies:

1. Simple, understandable interpretation of the major features of each park to the public by means of field trips, lectures, exhibits, and literature.

2. Emphasis upon leading the visitor to study the real thing itself rather than to utilize second-hand information. Cut-and-dried academic methods must be avoided.

3. Utilization of a highly trained personnel with field experience, able to interpret to the public the laws of the universe as exemplified in the parks, and able to develop concepts of the laws of life useful to all.

4. A research program which will furnish a continuous supply of dependable facts suitable for use in connection with the educational program.

Never has there been an idea of making the educational work purely academic in character. Rather has emphasis been placed on a plan to make the work fit the outstanding opportunity—

that of stressing first-hand information. Furthermore, the program had to be developed to fit the average park visitor. Lectures and exhibits play their part, but enthusiastic leadership by a nature guide who takes parties afield to study special features is the educational contribution that is unique. The universities may afford better classroom work, better library facilities, and better lectures, but it is believed that nowhere can people find better objective materials for study or better training in interpreting phenomena than in direct contact with nature out-of-doors.

Study Committee Appointed. A new impetus was given to the educational work in the parks with the appointment of a Committee on Outdoor Education by the American Association of Museums, and the subsequent appointment, by the Secretary of the Interior, in 1928, of a Committee on Educational Problems in National Parks. The latter committee of well-known scientists, J. C. Merriam, Vernon Kellogg, Clark Wissler, W. W. Atwood, H. C. Bryant, H. C. Bumpus, and Frank R. Oastler, visited and studied the parks, held meetings, and issued a program and a final report pointing out responsibilities and opportunities for education and research in the fields of history, of earth-science, and of life-sciences.

New Features of Program. The committee undertook an educational experiment to determine the best method of locating an observation station. This experiment was planned and executed under the general direction of Dr. John C. Merriam, President of the Carnegie Institution. A number of scientific men was asked to go to Grand Canyon and spend several weeks studying the best location and the best means of aiding the public. Yavapai Station is the result. This station also is an experiment in trying to help the general public understand four main features of the Grand Canyon. By means of telescopes, parapet views, and exhibits, there is presented a clear and concise story of the forces which produced the canyon and its walls, the history of earth-building, the record of life through the ages, and the forming of Grand Canyon as affecting life of today. A pamphlet is available, giving a diagram of the station and explaining the exhibits.

In Yellowstone the experiment of placing trailside museums giving a simple explanation of local features has been tried, as

the park presented a particularly fine opportunity for a series of museums in that nearly every visitor goes around the loop. Under the supervision of Dr. H. C. Bumpus, heading a Committee of the American Association of Museums, five museums have been planned, of which three have been completed and opened to the public. Each has a different story to present, and each does present it effectively.

Those who have seen these trailside museums feel that a new type of museum development has been started, and one that is proving of great value. Here also has been tried out the trailside shrine, a small, roofed-over structure to which the visitor may come and find a simple explanation of one particular scene or object. Experiments with nature trails were also conducted in Yellowstone.

It was evident that the motorist in Yellowstone needed some guidance in the understanding of park features. An interesting experiment to determine a means of helping this group was attempted in the form of a publication entitled "Trailside Notes." By this means the motorist in traveling from Mammoth to Norris Geyser Basin has been able to locate the worth-while things along his road. The reaction of the public is such as to warrant the extension of this means of making known the chief features of a park.

Financial support by the Laura Spelman Rockefeller Memorial, the Carnegie Institution, and other friends of the Service, has made the museum-building program possible. In addition, there has been a number of donations of museum buildings fully installed with exhibits: the Uwekahuna Observatory and branch museum of the Kilauea Crater in Hawaii National Park in 1927; the Loomis Memorial Museum in Lassen Volcanic National Park in 1929; the Abbe Museum in Acadia National Park; and the MacCurdy Wayside Museum in Grand Canyon National Park in 1931. Government funds provided an information office and museum at Rocky Mountain National Park, a temporary structure at Petrified Forest National Monument, and has made possible the construction of the Sinnott Memorial Observation Station and Museum at Victor Rock in Crater Lake National Park close to the center of activities on the rim, a memorial to the late Representative Nicholas J. Sinnott, of Oregon, who did so much for Crater Lake.

Summary of Museum Development. Of the twenty-one major National Parks, thirteen contain natural history museums of some kind, even though the exhibits may be inadequately housed. The three major National Parks all have more than one museum building: Yellowstone, 5 (1 under construction); Yosemite, 3; Grand Canyon, 3 (1 under construction). Bryce, Carlsbad, General Grant, Glacier, Hot Springs, Mount McKinley, Platt, and Wind Cave still lack museums. Only six National Monuments have temporary housing for exhibits.

Utilization of the National Parks and National Monuments by universities and colleges as outdoor classrooms to supplement academic study of the natural sciences was noted in a growing degree during the 1930 summer season. Some of the most outstanding educational institutions of the country took advantage of the opportunities for such fieldwork. The National Park Service coöperated gladly with all these study groups, arranging facilities so that fieldwork and demonstrations could be most effectively accomplished. The National Parks are proving the ideal outdoor laboratories for practical study of geology, biology, archeology, and other field sciences.

Visual Education. Photographic work has been undertaken in the field on funds contributed from private sources, with the result that the National Park Service is now in possession of a large number of negatives and prints of the chief scenic features and points of educational interest in most of the parks and a number of the southwestern monuments. The 1931 Appropriation Act included an item of \$3,000 to be used for photographic supplies, prints, and motion-picture films.

The Publicity Fund Committee of the public utility companies operating in the National Parks has donated a quantity of photographic, slide, and motion-picture material for general distribution, and, in addition, donated \$5,000 to be used for purchasing and care of necessary equipment and supplies. A Government appropriation has now been made to continue and expand this work.

Dr. Frank R. Oastler, of New York City, has continued his interest, and through his generosity the collections of slides at various parks and at headquarters have been augmented with beautifully colored pictures made from original negatives taken in the parks.



Bridge on Colorado River, Grand Canyon



Kaibab Trail, Grand Canyon



Peek-a-Boo Trail, Bryce Canyon



Research. Proper interpretation by ranger naturalists is dependent upon accurate scientific knowledge supplied by the specialist. This needed basis for interpretation is being secured through the coöperation of universities and scientific institutions, and through the building up of a staff of field naturalists who will devote attention to local National Park problems. A number of geological, geophysical, and paleontological studies in Grand Canyon, Yellowstone, Lassen, and other parks have been carried forward by the Carnegie Institution and the National Academy of Sciences. A study of the geology of Yosemite National Park by the United States Geological Survey has been brought to completion, and a report by F. E. Matthes published. The University of California Museum of Vertebrate Zoölogy, has published a report based on a thorough biological survey of Lassen Volcanic National Park. There have been many archeological studies made. The Bureau of Plant Industry has coöperated in plant-disease investigations, and the Bureau of Entomology in insect investigations and control. As a privately supported enterprise, Messrs. Wright, Dixon, and Thompson have undertaken a survey of animal life in the National Parks to determine the problems most needing solution and to secure basic data for the building of a wild-life policy for the parks. It is expected that this group will form the basis of a field research staff to undertake the solution of problems of purely National Park importance.

If we agree that the great task before the nation is "to establish the values of life that the art of living shall emerge among the masses," there must be emphasis on the use of leisure time and on inspirational values. Frederic E. Clements has said that "National Parks are landmarks in the social and economic progress of the nation."

The National Park Service is making a direct contribution along these lines, for in its educational program it is providing opportunities whereby every park visitor may learn about his environment and the laws of life. It is a program that helps to make education a continuous process, that emphasizes avocational pursuits, that stimulates the use of leisure time for the enrichment of life.

Trails of the National Parks

By FRANK A. KITTREDGE, Chief Civil Engineer, National Park Service

ONE of the primary functions of the National Park Service is to preserve the parks in as nearly their natural condition as possible. This means that more than 80 per cent of those National Parks lying in mountainous regions is wilderness, not accessible by automobile.

The Glacier National Park roads skirt its eastern, western, and southern boundaries. One road, not yet completed, will eventually cross the mountains from one side to the other. Until this is done, the only crossing of the mountains inside the park is by trail, either afoot or on horseback. Even in the Yellowstone, with its main attractions scattered and connected by splendid motor-roads, the greater part of the park is wilderness area, reached only by trail.

This, from the standpoint of the National Park Service, is the ideal condition. Roads there must be to the principal points of interest so that all may see them. It would be contrary to the policy of preserving the parks for all the people to make them available only to the hardy hiker or the horseman. The hurried traveler, the elderly, those not in the best physical condition, must all have a chance to see the natural beauty of the parks, and this chance the highways provide.

But always, branching out from these main points of interest, are trails leading off to the wilderness, to the mountains, to distant meadows, to trout-filled rushing streams seldom used. In some of the parks there yet remain areas that have hardly been explored. Many thousands of square miles, in fact, are accessible to man and beast only as they traverse the unscarred surface of the mountains, through brush, over the rocks and across the streams, without the aid of man-made trails or bridges.

Often the first visit to a National Park is a hurried motor trip on which fascinating glimpses of the back country are obtained. In the hotel and lodge lobbies, and around the campfires, tales are heard of interesting trips to be made out on the trails, of great fish to be caught in little-used streams. A second trip frequently results, covering as many weeks as the first one did days, and most of this is devoted to the trails. Park officials

have had many tales of experiences such as this related to them by "repeating" visitors.

There are the game-protection and fire-trails, following the line of least resistance and through areas where the game needs the most supervision or where the fire-hazard is greatest. Intended only for these purposes, such trails are narrow and brushed out for the requirements of the experienced woodsman.

Then there are the tourist trails, with the diminishing early pack trails, laid out when funds for trail-construction were extremely difficult to obtain, and the steadily increasing modern trails of high standards which are the ones most used by tourists today.

The annual trail-building program in all of the mountain parks has increased several hundred per cent over that of four to five years ago. Last year approximately \$300,000 was expended for trail-construction in all of the parks.

It has been found that the most popular trail-standard is a 4-foot width over all, with grades not exceeding 15 per cent. Both people and animals can ascend a trail of this grade quite comfortably.

An effort is made to disturb natural conditions as little as possible. Blasting is done with light powder-charges. Great care is used to prevent the loosened material from rolling down the mountainside and destroying trees and other vegetation in its wake. Trees standing immediately adjacent to the blasting-shots are encased in sheet metal or bound with saplings to prevent scarring of the bark. Mats of logs are sometimes placed over the shots to prevent material being thrown. Much of the stone must be so placed that it will be covered in the trails. Walls frequently must be hand-placed rather than permit the loose rock, when blasted, to remain scattered over the ground. Much of the excavation in cuts must be moved, sometimes long distances, rather than mar the landscape by side casting. Sometimes fills have to be so made that the heavy stone from near-by cuts may be covered. The whole project, in fact, must be completed in such a way as to show the least evidences of man's interference with natural conditions.

The selection of routes for trails is a matter of thorough study. The objectives must be ascertained. The trails are being built for tourist purposes, and the tourist usually is primarily

interested in reaching points of scenic vantage, geologic exhibit, or botanic or archeological areas. Then, after the general route is selected, every effort is made so to locate the trail as to make it fit most inconspicuously into the landscape.

In Glacier National Park the trails travel the mountainside and one, the new Ptarmigan Wall Trail, passes through an interesting tunnel. In order that the trails of Glacier may be enjoyed to the fullest, chalets and camps have been established at intervals of easy one-day journeys, and visitors may start out from the hotels at the main centers and hike or ride horseback through the most magnificent scenery, carrying their needed supplies in a knapsack or saddle-bag, and staying a few days or a couple of weeks, as fancy and time dictate. There are few places in the world where such an easy trip could be made through such a magnificent mountain wilderness. To the visitor a trip of this kind means recreation of both body and mind.

Perhaps there is no park with the great diversity and abundance of flowers that is found along the trails of Rainier National Park. The Wonderland Trail now encircles the mountain. Thousands of dollars must still be expended before glacier-streams and boulder-beds can be crossed with comparative safety by those not used to the saddle.

Mt. Rainier being capped with ice, there are many glacial streams flowing in all directions from the peak down the mountainside. These must be crossed, and at present the trail in the early part of each season follows over large expanses of snowbanks. At the edges of the snowbanks the heather and innumerable varieties of other flowers grow in profusion. When the new trail encircling the mountain is completed, the Mt. Rainier saddle-trip or hike will be one of the most attractive in the park system.

Rocky Mountain National Park, with its 200 miles or more of trail, exhibits to the energetic hiker or horseman more typical Rocky Mountain country than is to be obtained anywhere else. One may start at park headquarters at Estes Park, at an elevation of 7,000 feet, cross the divide at an elevation of more than 12,000 feet, and then descend into the Grand Lake country at the opposite side of the park. Other miles of trail lead from mountain meadows up through areas studded with glacial lakes, over cirques, and to the high reaches of the backbone of the

Rockies. In this park the ascent of Long's Peak lures the climber. Fifteen hundred saddle- and pack-horses are used in and around the Rocky Mountain National Park.

A magnificent trail system is now in the making in Sequoia National Park. The High Sierra Trail will extend from summer headquarters at Giant Forest to the summit of Mount Whitney, the highest point in the United States, with an elevation of 14,496 feet. It will be more than 40 miles in length and pass through superb scenery. Engineers spent weeks of reconnaissance in selecting the route of this trail, part of it through seemingly inaccessible country, and the men who worked on the Mount Whitney section accomplished their work amid great difficulties. It is not easy to live and walk, even without working, at an elevation of 14,000 feet and more.

Although Yosemite Valley is probably the most visited area of its size in the National Park system, followers of the trails from there into the high mountainous back country may easily spend a two-weeks' vacation on the existing trails with almost no contact with fellow human beings.

An outstanding piece of trail-construction is the John Muir Trail which, when completed, will make a High Sierra connection between Yosemite and Sequoia National Parks. This is a project in which the National Park Service, the Forest Service, and the State of California are vitally interested.

In marked contrast to the scenery encountered on the High Sierra trails is that seen in the southwestern canyon parks—Grand Canyon, Zion, and Bryce Canyon. In all three of these parks the trails are of excellent standards, and those in both Grand Canyon and Zion were extremely difficult to construct. To make the trails safe for the visitors who will use them, the engineers and builders often go through hazardous and breathtaking experiences. A new steel suspension bridge recently completed across the Grand Canyon connects the trails from the north and south rims. Practically all the materials for this bridge, which weighs about a hundred tons, had to be taken down into the floor of the canyon on mules.

The construction of the Kaibab Trail was no simple undertaking, as it involved the building of an entirely new trail from the south rim to the Tonto Plateau, and the reconstruction and relocation of portions of the remaining trail to the north rim.

As in the construction of the bridge, supplies and materials had to be packed in by mules. To one construction camp on the south-rim portion of the trail, eleven tons of TNT were packed—a perilous undertaking for both man and mule. Also, all the water used had to be packed a distance of 3 miles to one camp, and 5 miles to another. Fuel, too, had to be packed to one camp, for both cooking and heating, as construction went forward during the winter. In some places the rock encountered in locating the trail was so soft that it was necessary to shoot back the face of the cliff for a distance of 40 feet throughout its entire height, and even then no sufficiently solid roadbed was located and a solid rock fill had to be built, held in place by a heavy rock retaining wall about 25 feet in height. Another part of the trail in the Inner Gorge went through solid granite cliffs, and here it was hewn from the solid rock cliff in half-tunnel sections with drill and powder. At one point along this section seventeen freshly sharpened bits were required to drill a hole 8 inches in depth. It was a tremendous undertaking, but the results obtained were worth the work.

Under modern conditions, horseback riding on the trails of the National Parks need hold no fears for anyone, regardless of size, age, or past experience. The trails are safe and the saddle animals—horses or mules, according to the location—are so trained that they know where and how to go, and at the same time are under the watchful eye of competent guides. All the visitor needs to do is climb—or be boosted if necessary—into the saddle and let his animal do the rest. It's a great sport!

OUT of the educational work in the park have come slogans which are expressive. "Read a trailside as a book" was utilized with the beginning of the work in Yosemite. "Nature is the supreme school-teacher and the master textbook" reveals the emphasis on first-hand acquaintance with living things. As the years go by, the National Park Service hopes to sustain the reputation indicated in: "For an educational vacation you cannot surpass a National Park."

The New Laboratory of Anthropology at Santa Fe

By JESSE L. NUSBAUM, Director of the Laboratory and
Consulting Archeologist of the Department of the Interior

IN 1540, nearly seventy years before the establishment of Williamsburg, Virginia, Coronado had pushed northward from Mexico at the head of the greatest expedition in the annals of American exploration, to storm and conquer the terraced Indian pueblos of our own Southwest in search of treasure, only to return disappointedly to Mexico. A few of the pueblos of Coronado's time have been continuously occupied to this day.

Coronado's expedition, in common with those of later explorers, encountered many ruins and evidences of abandoned pueblo villages, indicating successive waves of earlier civilizations, intermingling, separating, and apparently shifting to and fro in an effort to find a peaceful and satisfactory environment with dependable water-supply which would permit uninterrupted occupancy of a single site over a period of years. Evidently, natural climatic factors, periodic raids of nomadic Indians, and, possibly, internal dissension prompted the more or less continual shifting of the earlier civilizations. Fortunately, from the scientific standpoint, the home-building instinct was a common characteristic of these early agricultural Indians, and, as a result, the Southwest today presents, in unlimited numbers, a progressive sequence of prehistoric remains extending from the subterranean cists of the Basket Maker of perhaps thirty centuries or more ago, to the historic pueblo communities of the twentieth century period, where the anthropologist can study the living descendants in their present-day environment, and adjacent, in the same area in some cases, the nomadic types who are, for the most part, confined principally to extensive reservations.

The study and interpretation of these prehistoric remains, the reconstruction of the life of the past by the various criteria employed by scientists, combined with studies of the living descendants of earlier sedentary and nomadic Indian life, are fundamentally necessary in spreading a knowledge and understanding of America's archeological past. Scientific endeavor in such a vast and widely spread area demands the formulation, at

a field headquarters for all workers, of the basic problems of southwestern anthropology.

The underlying plan of bringing to a common focus all the extensive anthropological research work of many agencies and institutions brought to the attention of John D. Rockefeller, Jr., the desirability of establishing a research center in the Southwest where ample and adequate facilities would be provided for research workers, adjacent to the field of their activities. A site of 50 acres overlooking the city of Santa Fe, New Mexico, was selected. Plans were formulated and an architectural competition was held, in which five outstanding architects were asked to compete. A formal plan was laid for the whole development, which may be extended, as demands increase, to a total of perhaps twenty-seven unit buildings, ten of which are of major size and constitute housing for Museum display, storage of reference and study collections, and specially designed laboratory units of ample capacity to house adequately in independent buildings and with appropriate facilities the various associated sciences concerned in this greater study.

The Laboratory also has independently entered on a program of scientific projects of far-reaching importance, either directly, through its own staff, or coöperatively, through financial sponsorship of the individual workers, or jointly with other institutions. Funds for this extension of activities have come primarily through Mr. Rockefeller's pledges of outright and conditional maintenance funds, from grants given by the Rockefeller Foundation, and from friends of the Laboratory who have provided various amounts to make available the conditional funds.

From the standpoint of the graduate student, who has perhaps expended far more than his means justified in completing his graduate work in anthropology as a preparation for a professional career, the yearly award of an average of fifteen all-expense scholarships for training in anthropologic field method by the Laboratory of Anthropology is of particular importance. These scholarships are open only to graduate students who are fitting themselves for professional careers in anthropology. The recipients must be registered in university departments granting higher degrees in anthropology, and must be recommended for appointment by the chairman or head of the department in which they are registered.

For the summer of 1931, scholars in archeology are to work in a pueblo ruin in eastern Arizona under the direction of Dr. Frank H. H. Roberts, Jr., of the Bureau of American Ethnology. Scholars in ethnology will pursue their field-training among the Mescalero-Apaches in New Mexico, under the direction of Dr. Ruth Benedict, of Columbia University. Scholars in physical anthropology will work under Dr. H. L. Shapiro, of the American Museum of Natural History, and will have their field-location in a French-Canadian village in southeastern Canada.

The scholarships are designed to enable properly qualified graduate students to supplement, by practical work in the field, the classroom and laboratory instruction which they receive at the universities. Recipients of scholarships will take part in the current investigations of experienced research men; they will have opportunity to become familiar with the use of modern field-methods for the collection of data; and they will gain experience in the interpretation of these data, and in their application to anthropological problems, specific and general. An average of fifteen scholarships has been awarded yearly since 1929, as a part of a six-year program of grants totaling \$75,000 from the Rockefeller Foundation.

Under a coöperative arrangement with Smithsonian Institution, members of the staff of the Laboratory are now conducting a second expedition in the Guadalupe Mountain area of southeastern New Mexico, in an attempt to trace out, if possible, the limits of the Basket Maker Culture of this area, to establish its principal characteristics and the relative sequence with later cultures. The Carlsbad Caverns National Park occupies but a comparatively small portion of the area which is being explored and examined in the course of this particular study.

The Laboratory is likewise conducting, under the immediate supervision of Dr. Harry P. Mera, staff archeologist, a very wide-spread surface survey of archeological sites in the State of New Mexico, with such extensions to adjacent States as seem desirable for comparative studies. The pottery fragments or sherds found on the surface of ruin-sites indicate with considerable accuracy, and without the expense and time involved in actual excavation, both the periods of occupancy and the cultural horizons of the previous inhabitants.

Each site examined is carefully located, photographed,

recorded, and mapped in the field, and from each site a small but comprehensive collection of pot-sherds is collected for further study and classification at the Laboratory, where all such data is systematically prepared and catalogued for ready reference purposes.

This consolidated library of informative data on the archeological remains of the Southwest readily enables scientists and students to study archeological problems in which they are primarily interested at the Laboratory, without the considerable expense and loss of time involved in individual reconnaissance in so wide-spread an area, and in many cases aids in the selection of the site or sites which are the most promising, from the excavation standpoint, in solving their particular problems.

The Laboratory promptly investigates all reports of archeological interest referred to this institution, and in this way has recorded desirable data, and at times has effectively stopped a wide-spread diffusion of unscientific conclusions by inexperienced enthusiasts.

The Laboratory is sponsoring and supporting an important ethnological project in one of the New Mexico pueblos, the very nature of which demands silence at this time, if success is to be achieved.

Dr. A. E. Douglass, of Steward Observatory, University of Arizona, studied the Arizona pines of the Flagstaff area to note the influence of sun-spot cycles on tree-growth and development. Progressively, his studies extended from the oldest living pines to pine-beams utilized centuries earlier in the historic pueblo structures of Arizona and in the prehistoric ruins, principally of the San Juan Drainage. Thus he established an unbroken tree-ring sequence or chronology extending back approximately to the year 700 A. D. His notable success made possible an accurate dating of both charred and sound pine-beam material from structures erected during this interval of time. The knowledge that Dr. Douglass was particularly desirous of making a comparative tree-ring study in the drainage of the Rio Grande, and that the Laboratory was in need of such dating data for inclusion in its archeological survey information, led to arrangements for the support of such a field-expedition and subsequent laboratory work under his direction for the current year.

Another archeological project of importance is concerned



Interior of Laboratory of Anthropology at Santa Fé



The Laboratory Buildings at Santa Fé

with the study, to be made this summer by the American Museum of Natural History, of the quarry-sites and evidences of early occupation on the Canadian River, principally in the Panhandle country of western Texas, and northward into eastern New Mexico. The Laboratory is coöperating in this project, and will be represented by Robert P. Merrill, of Grand Rapids, Michigan, who has volunteered his services as an expert engineer and photographer to this institution for the summer. Richard Snodgrasse, of the University of Chicago, engaged in like studies in northeastern Colorado for the American Museum for the past two summers, will again be in active charge. Mr. Merrill will, perhaps, later engage in archeological engineering surveys in the recently created Canyon de Chelly National Monument for the National Park Service, under the direction of this office.

In the autumn of 1923, a small group of persons interested in the arts and crafts of the Indian met in Santa Fe to discuss means and methods of reviving and perpetuating native crafts. It was frankly admitted that Indian art was doomed to disintegration and oblivion, and that existing organizations were not designed to look after anything so abstract as the future of Indian art. To meet these conditions, the Indian Arts Fund was established, with the major purpose of revitalizing the native crafts, through assembling a representative collection of them and through education of Indian craftsmen by means of such collections. The interest in Indian arts created by this small altruistic organization, and the growth of its collections of historic arts and crafts, have been phenomenal. Equally remarkable has been the response of the Indians to the studied and directed guidance in tribal arts and crafts that this organization has tendered them.

Although the Laboratory and the Fund work together in heartiest coöperation, and the principal unit of the Laboratory buildings was so designed as to include adequate exhibition and storage-space for their comprehensive collections as well as study and laboratory facilities for both the Indian craftsmen and the scientific students, the Fund as yet maintains its separate identity. The Laboratory has also made extensive purchases of reference and display material for inclusion in the combined collections. The historic pottery collection, consisting of pottery produced since the Spanish conquest of the sixteenth century, and now numbering above 1,625 specimens, is undoubtedly the

finest in existence, both in representation and in artistic selection. The collection of Navajo and Pueblo blanketry, comprising some 175 specimens, is gradually attaining a like distinction. A commencement has already been made in basketry and in the art of the Navajo silversmith.

Through the coöperation of the Laboratory, Indian Art courses are being continued at the University of New Mexico by K. M. Chapman of our staff. He also has inaugurated classes in native arts and crafts with selected students from the United States Indian Schools at Albuquerque and at Santa Fe. Classes of children from the Indian schools adjacent to Santa Fe are regularly availing themselves of the opportunities presented by the Laboratory and the Indian Arts Fund for their benefit.

Under arrangements approved by the Secretary of the Interior, the Director of the National Park Service, and the Trustees of the Laboratory of Anthropology, I have been permitted to continue as consulting archeologist for the Department of the Interior and the National Park Service. This office, therefore, renders advisory service to all branches of the Department of the Interior, as well as to scientific and educational institutions engaged in or contemplating archeological investigation on the lands of the public domain under the jurisdiction of the Interior Department. It is also concerned with working out means and methods for the better protection and preservation of the countless thousands of ruins scattered over the Department lands, principally in the Southwest, the prevention of unlawful and destructive excavation and gathering of antiquities thereon, coöperation with other agencies following like policies, the orderly progression of work in the field under Secretarial permits, and such special assignments as the Secretary of the Interior or the Director of the National Park Service may dictate. In addition, matters concerning educational and scientific developments in National Parks and Monuments in which archeological features are of importance are regularly referred here. The Laboratory at Santa Fe is an ideal headquarters for such work, since more or less frequent contacts are assured with workers in the field, and the archeological survey is constantly accumulating the fundamental knowledge required for service.

Isle Royale

By FRANK R. OASTLER, M.D., New York City

A BILL creating Isle Royale in Lake Superior, State of Michigan, a National Park was passed by Congress and approved by the President. The island and surrounding islands will, therefore, become one of our National Parks, provided the State of Michigan can purchase the private holdings and turn this beautiful region over to the Federal Government free and unencumbered.

It is most important that any area accepted as a National Park should meet the acid test of the National Park standards. In answer to the queries concerning standards, transportation, possible suitable accommodations for visitors, purchase, and administration, it may be said that the island is isolated, its situation is unique, and it is a real wilderness. Its scenic features are of an unusual type of beauty. Its geological story is of peculiar interest in association with the glaciation of the region and subsequent lake-formation. The island offers an excellent demonstration of the evolutionary changes in plant societies from beach-line to the top of Greenstone Ridge; it is a very good example of transitional zone forest; it affords a remarkable demonstration of the evolution of bog-invasion of lake-areas with ultimate formation of bog-forests. The palisade formations and rocky shores of the island with lichen coloration are unique. There is plant-life (with 500 varieties) and bird-life in abundance, and there are moose in such numbers that they can be studied. Fish are plentiful.

Isle Royale is situated in Lake Superior, about 40 miles south of Port Arthur, Canada. The island is of volcanic origin. It is bisected by the parallel 43° N. It is a possession of the State of Michigan and is now administered as a Wild Life Sanctuary. There are only three points from which the island may be reached—Port Arthur, Grand Mare, and Duluth.

Isle Royale runs in a general direction from northeast to southwest. The island is 45 miles in length, 9 miles wide at its southern end, and 3 miles at the northern extremity. It contains about 205 square miles. The shape of the island is something like that of a narrow hand, the palm of the hand occupying the southwest and central portions of the island and the fingers

the northeast. Between the fingers are numerous long narrow harbors. Within the bays and harbors and surrounding the island are about a hundred smaller islands. The main island is largely forested. Of the smaller islands, some are forested, others simply rock areas with little or no vegetation. Within the island are many good-sized lakes and many ponds and bays. The streams are few and sluggish for the most part. With the rise of the "tide" of Lake Superior, often the flow of water in the streams is temporarily reversed. The south shore of the island is generally flat with beach areas. From the south shore the land rises with a steady incline so that the north shore is quite rocky, with palisades of some 300 feet dropping abruptly to the water's edge. This rough, rugged, rocky north shore is one of the scenic features of the island. Running from the northeast to the southwest along the center of the island is a main ridge called the Greenstone Range. The highest point is about 550 feet. Minor ridges run parallel to this. Between these are corresponding valleys with their various lakes, ponds, and bogs. From these run several small sluggish streams which drain the water into Lake Superior.

Geology. The different rock-formations or flat ridges run parallel to each other along the long axis of the island. These rocks are truncated beds of ancient lava-flows of fissure formation with interrupted sedimentary rocks. The outside rocks of these beds being softer (and the sedimentary rocks also) they have worn away and valleys have been formed between the remaining ridges. These lava-beds are of pre-Cambrian age. Elevations and depressions of the land have followed, with deposition of sedimentary strata and subsequent erosion, until a final marked elevation of the land, occurring at the close of the Tertiary with the beginning of the Ice Age, has remained. The Wisconsin Ice Sheet, coming from the northeast, filled the valleys, exerting greater pressure toward the south, thereby wearing away the south side of the island and preserving the north. With the recession of the glacial ice and the formation of Lake Algonquin, the island became submerged, with the possible exception of Greenstone Ridge. As the water continued to recede, new beach-lines were formed and other portions of the island emerged from the lake until present conditions existed. Associated with the glacial erosion was a certain amount of

faulting and dipping of the rocks, producing a northeast palisading as it is seen today, parallel ridges, intervening valleys with lakes and bays—imperfect stream-drainage without any main stream, and a consequent succession of swamps and bogs. This must mean that the moisture is carried away largely by evaporation, thus accounting in part for the peculiar and abundant humidity on Isle Royale.

Climatology and Inhabitants. One of the great charms of Isle Royale is the brilliant sunshine of the summer days. During the winter months the island is heavily covered with snow and practically abandoned. Lake Superior often freezes across to the mainland, affording communication for wild life, especially moose. Otherwise, there is no communication with the island from December 1 to May 1. The months of June, July, and August are the most enjoyable of the year. The nights are quite cold and the days only comfortably warm. There is considerable humidity throughout this season. During June, fogs are of frequent occurrence, with very little wind. July and August are comparatively free from fog, and there is generally a lively breeze daily, especially in the afternoon. Storms begin about the middle of September and are severe. Throughout the summer, thunder-storms occur at frequent intervals. The mean monthly temperature over a period of ten years in July was 62.24 degrees Fahrenheit. The range for July was 42 to 85.8 degrees. The maximum rainfall for July for a ten-year average was 4.25 inches, and the total rainfall for the year 21.73 inches, more than half of which fell during June, July, and August.

The deep snows that are found in winter are due not so much to precipitation as to low temperature. Moderately heavy clothing is needed during the summer months, except in the middle of the day when the heat is oppressive in the forests. The worst storms occur between September and December, with the maximum in November. Of these storms the most destructive come from the southwest, preceded by east or northeast winds. The duration of the season for recreation and enjoyment might be considered from May 15 to September 15. During the winter months the only inhabitants on the island are the game-warden and a few fishermen. From June to September the island and adjacent islands are inhabited by fishermen, owners of summer cottages, tourists who concentrate

at Rock Harbor, Tobin's Harbor, Belle Isle, and Washington Harbor where there are modest summer resorts and a club.

Forests and Flowers. There are twenty-one species of trees on the island, ten of which are deciduous and the remainder conifers. The predominant trees on the southern portion are the hard maple and white birch. On the rest of the island the trees most abundant are the balsam fir, white spruce, white cedar, white birch, mountain-ash, juneberry, and wild cherry.

The combination of conifer and white birch adds much to the scenic beauty of the island, and the addition of flowering dogwood, cherry, shadbush, and mountain-ash during the months of June and early July makes a tramp through the woods a pleasure seldom equaled. One of the many enjoyable features of Isle Royale is the floral display during the latter part of June and the first three weeks of July, and continued in part throughout August. Woods, clearings, and rocks vie with one another in the display of their selected plant societies and offer a wonderful opportunity for wild-flower enthusiasts and botanists. The flowers seen in greatest abundance are: Wood lily, bunchberry, pyrola, marsh marigold, calypso, pitcher plant, flowering raspberry, white cinquefoil, rose, cranebill, violet, willow herb, pipsissewa, Labrador tea, swamp laurel, senecio, buckbean, elderberry, honeysuckle, harebell, gentian, golden-rod, aster. About 500 varieties of plants have been identified.

Mammals. Isle Royale cannot boast of a great variety of mammals. Isolation from the mainland except during the winter months, forest-fires, and trapping have reduced the species considerably. Formerly, the white-tail deer and the wood caribou could be seen occasionally, but they seem to have disappeared in recent years. On the island are moose, brush wolf, Canada lynx, varying hare, eastern marten, red squirrel, beaver, mink, weasel, white-footed mouse, red-backed mouse, muskrat, bat.

Birds. Bird-life on Isle Royale is abundant and varied. During a visit from June 26 to July 17, eighty-six varieties of birds were noted. Of course, the bird almost constantly in evidence is the herring gull, but during the latter part of June and the first three weeks of July, the island is filled with the songs of birds. Sixty-three summer residents have been noted, 31 migrants, 3 winter residents, and 14 permanent residents.

Recreational and Scenic Factors. Isle Royale is a veritable paradise for the man of the out-of-doors. There he may camp away from the madding throng in the midst of a beautiful forest surrounded by picturesque lakes and streams, and from the shore of this island he may gaze at length in all directions on beautiful Lake Superior with its many pretty little rock or forested islands in close proximity. The climate is ideal. All forms of outdoor amusement are at hand—boating, fishing, photographing moose, natural history, following the trail, and canoeing. The brilliance of the morning light, the delight of the white birch forest, the glory of the setting sun are features not easily forgotten. To the naturalist, with the geological story as a foundation, and the associated evolution of the flora and fauna, the island affords opportunity for pleasurable study.

Fish and Amphibia. Of the cold-blooded vertebrates of Isle Royale, the fishes are the most important. Many species are found in the streams and lakes which could not have reached the island from the mainland. In the island waters may be found: Sucker, minnow, whitefish, lake herring, bluefish, mackinaw trout, pike, pickerel, trout, perch, yellow perch. Whitefish and mackinaw trout are still abundant but rapidly diminishing in size and numbers. The larger lakes were formerly filled with these fish, but they were ruthlessly caught with nets and have not been seen in the lakes recently. In order to preserve these valuable fish, and also to afford legitimate sport for the angler, commercial fishing about the island should be stopped. Brook trout are not abundant and are found in only a few streams.

On the island are found common toad, Pickering's hyla, mink frog, green frog, wood frog. These species, though small in variety, are present in great numbers and furnish plenty of music in the spring, especially the common toad. The only snake found on the island is the red-bellied garter snake.

Insects Abound. Mosquitoes and black flies in June and July cause much annoyance to human beings and animals as well. Other flies attack the moose and drive them to the lakes and mud-wallows for protection. The island abounds in number and varieties of butterflies; it is the junction point of eastern and western species.

Transportation Facilities. These would seem most important

as means for reaching the island and for getting about it. Present facilities for reaching the islands are at a low ebb. Formerly a small steamer carried tourists from Duluth direct. Now the trip consists of a voyage from Duluth to Port Arthur by way of the Northern Navigation Company (C. N. R.), a sojourn overnight at Port Arthur, and a four-hour trip from Port Arthur on the small steamer. There are five trips a week. A mail-boat arrives at Isle Royale from Duluth twice a week but carries few passengers. A boat from Grand Mare circles the island to gather fish three times a week, and a small private boat runs from Grand Mare to Washington Harbor, for the use of club members only. There are no roads on Isle Royale. The island has several good foot-trails but no horse-trails. Communication is accomplished largely by water, either by row-boat or launch. The people rarely use the trails except those close to the summer resorts. At present the northern end of the island is practically without communication with the southern extremity.

Of the problems to be met, the transportation facilities could easily be established if the demand proves sufficient; suitable accommodations could be developed for visitors to travel about the island without interfering with the scenic features; the island is large enough and could be administered as a unit in the National Park System of areas of outstanding educational, scientific, and scenic interest. It would be unfortunate to allow the island to be used simply for recreational purposes. Probably the most difficult problem is that of purchase. The lumber company must be bought out by the State of Michigan or private interests, and the land presented to the Federal Government. At present 9,121 acres of land on the island are in public ownership, 2,240 acres are State-owned and available for transfer for park purposes, and the Island Copper Company has agreed to turn over its lands so that a total of 56,000 acres is pledged for park purposes. The total net land area of the island is 125,520 acres.

Since Isle Royale measures up to the educational, inspirational and scenic standards for National Parks, it is earnestly to be hoped that the State of Michigan will come to the rescue with the necessary funds for this great undertaking.



The Rock-bound Coast of Isle Royale

Courtesy Frank Oastler



Moose Are Plentiful at Isle Royale

Courtesy Frank Oastler



Death Valley, Golden Canyon, Funeral Mountain

Photo by Frasher

Death Valley

By ROGER W. TOLL, Superintendent Yellowstone National Park

FOR years Death Valley has had a reputation as one of the most forbidding places on earth. The first recorded parties who crossed the valley in 1849-50 met privation, suffering, and tragedy there and in the adjacent deserts. Some of the early explorers did not live to cross the desert, but died in an agony of thirst and starvation. Since its discovery the valley has lived up to its somber name and from time to time has claimed other victims. A few mounds, marked by a board or a pile of rocks, suggest unwritten tales of suffering and death. All that is known of some of these tragedies might be summed up in the words "He ran out of water." There is water and there is gold in the valley, but water has often been more needed, more precious, more feverishly sought for than gold.

Death Valley is the lowest place in America; it is extremely dry, and in summer it is the hottest place on the continent. When the fall months come, however, the torturing heat of summer disappears. While a large part of the United States lies under the icy hand of winter, Death Valley enjoys some of the finest weather in the country, with clear, cloudless skies and calm, mild days that are warm but not hot, and nights that are refreshingly cool.

During the past few years an increasing number of visitors have discovered the winter attractions of Death Valley. Comfortable and even luxurious hotel accommodations have been provided. Automobile roads have been built. Death Valley is about to enter on a new era and will win a place as one of the most interesting scenic spots in the United States.

Following the discovery of gold in California, many parties of emigrants started west during the summer of 1849. Salt Lake was one of the gathering points of the trail-blazers. The Donner party had met with disaster in the deep snows of the Sierra near Tahoe, and this influenced the decision to attempt to find a more southerly route to California which it was hoped would be better for winter travel and perhaps shorter in distance. Early in October of 1849, several different parties left Salt Lake in quest of a southern route. The train of wagons made a rendezvous near Little Salt Lake, with 500 miles of desert ahead of them. Twenty-

seven wagons chose a route that it was hoped would save several hundred miles. Included in the group were William L. Manly, the Bennett family, the Brier family, a party known as the "Jayhawkers," the "Georgians" under Captain Townshend, and others. These various parties did not stay together, but traveled independently, though over the same general route. W. A. Chalfant, in his excellent book on Death Valley, says:

The main facts were common to all subdivisions: The crawling ox-teams, their few miles of daily progress gradually lessening as the animals weakened from lack of nourishment and of water; playa lakes (level areas which are catch basins for storm-waters but which soon dry to sunbaked surfaces), the deceptions of which the travelers learned to disregard; treeless hills or short mountain ranges, to be skirted or crossed; barren plains and valleys, offering not a spray of genuine verdure, and even little of dry desert vegetation; lessening stocks of supplies, and growth of despair; all this day after day, week after week.

The Jayhawkers went five days without finding water and their containers were empty when the skies clouded and a light fall of snow came down, to be caught on blankets or in any way to save it for quenching the thirst of men and animals. More waterless days passed before they reached the Amargosa River, then at a low stage. Its mineral-charged trickle satisfied their thirst but brought illness to every being that drank it.

The Georgians were first to reach Death Valley. The Jayhawkers entered the valley by way of Furnace Creek, where they found good water and some vegetation that the oxen could eat. While crossing Death Valley they found it necessary to abandon their wagons, and, killing the weakest of their oxen, they burned the wagons for heat with which to dry the meat.

An extract from Mrs. Brier's story of her experiences is as follows:

Poor little Kirk, my eldest boy, aged nine years, gave out, and I carried him on my back, hardly seeing where I was going, until he would say, "Mother, I can walk now." Poor little fellow! He would stumble on over the salty marsh for a time and then sink down again, crying, "I can't go any farther!" and then I would carry him again. Many times I thought I would faint, as my strength would leave me, and I would stumble to my knees. The little ones would beg piteously for a drop of water, but we had none to give them. . . . Many times when night came my husband would be on ahead looking for water, and I would search, on my hands and knees, in the starlight for the tracks of oxen. . . . The men killed an ox for our Christmas, but its flesh was more like poisonous slime than meat. There was not a particle of fat on the bones, but we boiled the hide and hoofs for what nutriment

they might contain. We also cooked and ate the little blood there was in the carcass. I had one small biscuit, but we had plenty of coffee, and I think it was that which kept us alive.

Most of the emigrants crossed Death Valley in two or three days, but the Bennett and Arcane families stayed there a month, on meagre provisions, while Manly and Rogers went ahead to find the best way to the coast, and then returned to guide the others out. As they left the scene of their sufferings, they turned and said, "Good-bye, Death Valley." It has borne the name ever since. The party reached fertile, stream-fed lands after four months in the desert.

Many of the original party of emigrants died of thirst, starvation, and exhaustion before completing the long journey across the desert region. Their trip was made in the winter, when conditions were at their best. Had they attempted the desert route during the summer months, without knowledge of where water was to be found, none of them would have completed the crossing.

The highest temperature ever officially recorded in the United States is 134 degrees, and was recorded at Death Valley in July, 1913. A temperature of 136.4 degrees has been reported near Tripoli, Africa, but there is some question as to whether this temperature was recorded under standard conditions.

Death Valley is located in Inyo County, in southeastern California, only a few miles from the Nevada State line. It is a trough-like valley, long and narrow, walled in by mountain ranges. In past geologic times the valley was once filled with a lake, which was probably some 2,000 feet deep. Then the region began to dry up. Now the average precipitation in Death Valley is less than 2 inches a year. The evaporation is much greater than the rainfall. It is estimated at more than 6 feet, or 72 inches, a year. The Amargosa River ("Bitter water") and the other streams that start toward Death Valley dry up before they get there. Around the edge of the valley there are a few running springs of excellent water, but on the floor of the valley there are only a few pools of water, and these are often brackish. Some of the pools are strong with brine and have crystals of salt floating on the surface and lining the walls of the pools.

The trough of Death Valley slopes gradually from both ends toward the central portion, where the depression is the deepest.

The United States Geological Survey reports Death Valley as the lowest point of the land surface on the Western Hemisphere. The lowest point that has so far been officially determined is 276 feet below sea-level. The brackish pool known as "Bad Water" appears to be the lowest point in the valley, and its elevation, although not officially recorded, is generally accepted as 310 feet below sea-level.

The portion of the valley that lies 200 feet or more below sea-level is several miles in width—about 7 miles at the widest point—and 50 miles in length. More than 200 square miles of the valley floor is below this level. An area comprising some 400 square miles of Death Valley is below sea-level and extends for a distance of 80 miles or more from north to south.

The total length of Death Valley is about 130 miles, and the width of the valley floor varies from about 5 to 15 miles. The mountains that form the rim of the pocket are highest near the central portion of the valley. On the east side of Bad Water, the Funeral Range rises to a height of 5,500 feet in a horizontal distance of only 3 miles. The highest point in the region is Telescope Peak, 11,045 feet, which is in the Panamint Range, west of Bad Water. It rises to its full height above sea-level within a distance of less than 11 miles.

The traveler of today may drive to Death Valley over good automobile roads. The valley may be reached in a day from Los Angeles, following the Arrowhead Trail to Baker, thence north to Death Valley Junction, which is the nearest railroad point, and then 30 miles to Furnace Creek. A different return route may be taken, crossing Death Valley, then to Darwin, then to Owens Lake, and through Mojave to Los Angeles. Visitors to the Hoover Dam may reach Death Valley in a trip of 130 miles from Las Vegas.

Excellent hotel accommodations are available at Furnace Creek Inn, which is owned by the Pacific Coast Borax Company. At Furnace Creek Ranch, where forage for the 20-mule teams was once raised, some of the fruits and vegetables for the Inn are now grown. A golf course and a date-garden also show what an oasis irrigation will produce. On the western side of Death Valley, 26 miles from Furnace Creek, is the comfortable Stovepipe Wells Hotel, operated by Herman Eichbaum.

One may spend several days in fascinating motor-trips

throughout the region. Dantes View, a point on the crest of the Funeral Range, is accessible by auto, and offers a remarkable view out over Death Valley. The west side of the range slopes abruptly down to the valley floor, a mile below. The various salt deposits, when seen from this distance, appear remarkably like lakes. The view includes not only a large part of Death Valley, but a few points of the Sierra, among them Mount Whitney, 14,496 feet in elevation. Thus, one can see at the same time the highest and the lowest points in the United States, which are only 86 miles apart.

Another excellent view is from Chloride Cliff, elevation 5,420 feet, near the Nevada State line, but the road leading to it is not of the best. A road, of pioneer type, has recently been built to Augerberry Point, elevation about 6,100 feet, in the Panamint Range, on the west side of Death Valley, and this offers a still different view.

The lack of any flowing streams and the constant evaporation of all surface and ground-water, which has been going on for thousands of years, has left in Death Valley all of the mineral contents of the water that reached the valley. These deposits are largely salts of various alkaline minerals. Test-wells have been drilled in the floor of Death Valley to a depth of a thousand feet without reaching the bottom of the salt deposits.

A portion of the valley-floor known as the Devils Golf Course is composed of sharp pinnacles of salt, varying in height up to 2 feet or more. This most unusual formation is extremely rough, hard, and totally lacking in vegetation. It covers a strip some 2 miles wide by 20 miles in length.

There is an area of shifting sand-dunes near Stovepipe Wells Hotel, covering several square miles, and another dune-area in the Panamint Valley which parallels Death Valley on the west. The Ubehebe Crater was apparently caused by a steam blow-out, which tore a hole through several hundred feet of sedimentary formations.

Walter Scott, better known as "Death Valley Scotty," and his "partner," A. M. Johnson, of Chicago, have built a remarkable place in Grapevine Canyon in the northern part of Death Valley. It is known as "Scotty's Castle," is architecturally interesting, and one cannot but be astonished at finding such

an elaborate structure, built in such a remote and rather desolate location. It is truly an oasis in the midst of a desert.

In former years, Death Valley was the principal source of the world's supply of borax, and contained the largest known deposits of the minerals from which it was manufactured. The 20-Mule brand of the Pacific Coast Borax Company made the valley famous. In recent years another great deposit has been found at Kramer, California, from which borax can be manufactured more economically. Now all of the borax operations in Death Valley have been discontinued.

The scenery of Death Valley is large in scale, varied and fascinating. The mountains that hem in the valley are steep, rocky, and picturesque. They are cut by many canyons which are distinctly individual in character. Some are highly colored; some are narrow gorges; some are impressively precipitous; some have Indian pictographs and other features of interest.

The desert vegetation is interesting to the amateur as well as to the botanist. One gets the impression that no plant can survive under the adverse desert conditions unless it is protected by thorns, spikes, or by a bitter taste or a protective varnish that reduces evaporation.

On the valley-floor a mirage not infrequently makes a most life-like impersonation of a sparkling lake.

In July, 1930, a large area of unreserved public domain, comprising more than two million acres, and including most of Death Valley, was temporarily withdrawn from entry "pending determination as to the advisability of including such lands in a National Monument." If it is decided to make a National Monument, or still better, a National Park, of Death Valley, there is little question that the attention of the American public will be drawn to this area and that more and more visitors will find a new interest in its many attractions. There seems to be no doubt that it is one of the great scenic areas of the United States, and probably the most outstanding desert region in the country. It is an area essentially different in type from all of the existing National Parks. Its splendid winter climate is a great attraction. It is rich in historic background, romantic, fascinating, appealing in its strange beauty, and well worthy of a place among the scenic gems of the United States.

The Southwestern National Monuments

By FRANK PINKLEY

Superintendent, The Southwestern National Monuments

THE National Park Service, under the Department of the Interior, is charged with the care and operation of twenty-two National Parks and thirty-four National Monuments. Eighteen of the latter, scattered through Arizona, New Mexico, and parts of Colorado and Utah, are handled through the office of the Superintendent of Southwestern Monuments. These are classified as geological, historic, and prehistoric monuments, depending upon the major point of interest of each.

Geology is represented by the Petrified Forest National Monument in northern Arizona, the Rainbow Bridge and Natural Bridges National Monuments in southern Utah, and the Capulin Mountain National Monument in northeastern New Mexico.

Pre-history is represented by the Casa Grande, Montezuma Castle, Navajo, Aztec Ruins, Chaco Canyon, Gran Quivira, Canyon de Chelly, Wupatki, Yucca House, and Hovenweep National Monuments.

Historical monuments are Tumacacori, Pipe Spring, and El Morro. Last year 278,337 persons visited these monuments, which, considering their widely scattered location and the distance in some cases from well-traveled highways, is proof of a remarkable amount of public interest. The attendance curve is still rising sharply, and an increase of men and housing facilities will be necessary for several years to come before we are able to give the proper service at all these monuments.

The work among the monuments demands a much higher percentage of personal contact than that among the parks. Properly equipped National Monuments will demand more men per thousand visitors than parks, more houses, more museum facilities, and more explanatory literature and lectures, and it will be several years at best before we can catch up with our rising curve of visitors.

In the meantime, careful planning is necessary that present construction may fit into future development when we may have to handle five to ten times the number of visitors we now have. In this planning we have the invaluable services of the Landscape

Division of the National Park Service who, by handling these widely distributed monuments through the one office, can unify the architecture.

At Casa Grande National Monument, in southern Arizona, where a few years ago one man handled all the visitors, we now have a force of four men and have our development worked out for several years ahead as is shown in the accompanying illustration. This is a typical scheme which includes administration, residential, and utility groups. The administration building is in the lower right, the residential area is in the left center, and the utility group in the upper left corner. The flow of traffic being from the administration building to the ruins over the upper right, the residential area will not be disturbed by visitors. The residences are set around a close with walls connecting the houses so the employees may plant flowers and shrubs, which will not interfere with the plan of keeping the outside desert vegetation in its natural state.

Similar schemes of development have been worked out during the past year for Petrified Forest National Monument in eastern Arizona and Aztec National Monument, New Mexico.

At Casa Grande National Monument, the Los Angeles Museum-Van Bergen Field Expedition opened about fifty house-plans in the early part of the prehistoric village and, while their report is not yet published, we have been authorized by them to tell the public that the occupation here began at least two thousand years ago.

Work has been started on a very important road which will run lengthwise through the Petrified Forest National Monument and link together two branches of a National highway, allowing about 30,000 more people to visit the Forest this year.

It is not generally known outside our Service that the Petrified Forest, in addition to showing the finest groups of fossilized trees yet found, contains a hundred or more interesting archeological sites. A sherd survey was made during the year by the Santa Fe Anthropological Laboratory, and we are formulating plans for opening a large site which lies within a hundred yards of the new road and establishing a wayside museum. Geology will always remain the major interest of this monument, but the visitor will be able to spend a very profitable hour here in the side field of archeology.



Plan for Development at Casa Grande National Monument



Stephen T. Mather, First Director National Park Service

The Gila Pueblo had a field party at Kit Seel Ruin in Navajo National Monument, northern Arizona, and did important work in the study of the stratigraphy of the trash-mounds. Their report is not yet published but they have the results worked up in chart and tabular form and on exhibition at the laboratory at Globe, Arizona, where they are proving of value to other research workers.

In the newly proclaimed Canyon de Chelly National Monument, Arizona, remains can be found to show an almost complete cross-section of human occupation in the Southwest from the remote days of the Basket Maker, before the discovery of the art of pottery making, down to the modern Navajo Indian who still lives in the Canyon. The ideal place to display archeological remains is at the site where they are found, for there only can the visitor properly correlate the artifacts with the architecture and get the real picture of the extinct culture.

At Pipe Spring National Monument, Arizona, just across the Utah border, we have a stone fort of the early period of white occupation which begins about 1860. This outpost, which had fallen into bad repair, is being gradually restored to its original condition as funds permit. Work on the buildings has progressed to the point where they are again housed in and weather-proof. We have gathered several pieces of old hand-made furniture of the proper period and will eventually get the interior of the buildings restored so the visitor may here get a comprehensive idea, in a short visit, of this pioneer period of southern Utah and northern Arizona.

Tumacacori National Monument, in Arizona, near the international boundary, is gradually coming into its own. George Boundey, the Custodian, has gathered the start of a museum collection during the year and has the promise of numerous other items as soon as we have a place to house them. We do not wish to display such a collection within the old church itself, and are awaiting the time when we can restore some of the original rooms of the padres which we think would be a much better place for such material.

At Aztec National Monument we have re-arranged and improved the museum collection during the year. The museum at this point is especially interesting to visitors as the collection is exhibited in nine of the original rooms of the prehistoric ruins.

Plans for Memorials to Honor Stephen T. Mather

By ISABELLE F. STORY, Editor, National Park Service

STEPHEN T. MATHER, founder and first Director of the National Park Service, died while the Seventy-first Congress of the United States was in session. And that same Congress, just before final adjournment, with the legislative wheels jammed with a mass of last-minute work, stopped long enough to pass a bill authorizing the establishment of a suitable memorial to Mr. Mather in connection with the park and playground system of the National Capital or the George Washington Parkway. Identical bills were introduced in the Senate and the House of Representatives on March 3 by Senator Norbeck and Representative Louis C. Cramton. There was no discussion, no reference to any committee or to any department of the Federal Government. Unanimously, the Congress of the United States honored a man whom its individual members had come to know, through long association, as the personification of honor and of idealistic public spirit. The National Capital Park and Planning Commission was designated the authority to provide such suitable memorial for Mr. Mather as in its judgment "shall be appropriate in recognition of his distinguished service to the Nation."

That is but one of the many honors that have been paid Mr. Mather in the past two years, both during that long year of illness and since his death in January, 1930.

Shortly after Mr. Mather's illness, the Stephen T. Mather Appreciation was organized, under the leadership of John Hays Hammond, to receive funds and plan a fitting memorial to show the Nation's appreciation of his tremendous work—something that would typify the nobility and undying qualities of his spirit and advance the purposes to which he devoted his life. The National Committee of this organization is composed of prominent men and women familiar with his great work and desirous of honoring Mr. Mather's memory in the most effective way. The general plan of the organization as originally outlined was

... To secure a fund in the aggregate of \$150,000 by which an everlasting testimonial to the work of Mr. Mather in the establishment of

the National Park Service and the development of the National Parks on a high plane of public usefulness can be placed in the Yosemite National Park in California, where he first became interested in the National Park idea and which was the scene of his earliest efforts in their development.

Suggestions for appropriate memorials include a red-wood or other National Park, a State or private park, a memorial gateway, chapel, community house, or bridge in Yosemite or some other existing National Park, libraries, museums, fellowship funds and endowments, memorial highways, a marble statue in Statuary Hall in the National Capitol, the preparation of a biography of Mr. Mather, and a fund to be used as a perpetual endowment, the income therefrom to be used in financing, partially at least, the publication of a "house organ" for the National Park Service.

The suggestion, to place memorial plaques in all the National Parks and Monuments, was given very careful consideration, but this type of memorial has been questioned for several reasons. One is that Mr. Mather himself consistently opposed the placing of commemorative plaques in National Parks and Monuments. Another is that it seems almost impossible to design one plaque that would fit harmoniously into fifty-six different locations. The construction of artificial bases is out of the question in the parks and monuments, and natural bases for emplacement of the plaques can be found in only four or five of these areas.

Those who knew Mr. Mather well feel that perhaps one of the most fitting memorials that have yet been conceived for him was the plan to plant living trees in his memory on a nationwide scale. The idea originated with Mrs. Charles Cyrus Marshall, Chairman of the Committee on Forestry and Natural Scenery, Highways, and Memorial Tree Planting of the General Federation of Women's Clubs. The first tree known to have been planted under this program was an oak from Sherwood Forest which was placed on the campus of the New York State Forestry College at Syracuse, New York. Memorial trees were planted in all the National Parks, and the member clubs of the General Federation conducted plantings in widely separated cities and towns throughout the country. A memorial forest of 10,000 trees was planted by the State of New York, May 9,

1930. These trees, with their seedlings, will keep green the memory of Stephen T. Mather, the conservationist, throughout the centuries.

On a par with the tree-planting, although more restricted in extent, is the Mather Memorial Parkway. Thus has been designated, by the Secretaries of Agriculture and Interior, those portions of the Naches Pass Highway, 60 miles long and a mile wide, crossing the Rainier National Forest and the Mount Rainier National Park in the State of Washington. The keen interest taken in this highway by Mr. Mather during the last year of his National service led to the initiation of the memorial parkway project by the Secretary of Agriculture. The Mather Memorial Parkway is one of the most scenic portions of the Naches Pass Highway, extending from a point near the city of Yakima to the eastern slope of the Cascade Range. Informal dedicatory ceremonies are planned for next summer, with the formal dedication taking place in 1932 when both Mrs. Stephen T. Mather and her daughter, Miss Bertha Mather, may be present.

In far-away Alaska, a mountain in Mount McKinley Park, in the range containing Mount McKinley itself, Mount Eielson, and Mount Brooks is to be named Mount Mather; already, locally, it is known by this name.

Several other National Park features in the past have been named for the great conservationist, although he never sought, indeed rather shunned, recognition of the type. Among these are Mather Station in the Hetch Hetchy portion of Yosemite National Park, and Mather Pass in the High Sierra near Sequoia National Park.

But no matter how many memorials are established in memory of Stephen T. Mather, his lasting monument will be our great National Park and Monument system, which he brought to a high stage of development and use. These National reservations, and the State reservations resulting from the work of the National Conference on State Parks, which he fathered, are memorials in the truest sense of the word. Surely no other man in many years has left behind him such ever-present reminders of his work.

OUR NATIONAL FORESTS

The Conservation of Roadside Beauty in the National Forests

By L. F. KNEIPP, Assistant Forester, U. S. Forest Service

THE National Forests now contain 27,355 miles of road and 103,489 miles of trail of satisfactory standard, and 21,792 miles of road and 9,737 miles of trail below satisfactory standard. If the pending program is carried to fruition, they eventually will contain 67,725 miles of road and 150,000 miles of trail. During the calendar year 1929 the estimated number of people using the National Forest roads and trails was 31,758,000; in 1930, 31,904,000.

There has been no systematic analysis of the psychology of these visitors, no scientific determination of their motives and objectives in thus visiting the National Forests, but the great majority probably had no purpose other than to secure the inspiration of natural beauty, the pleasant and stimulating reaction of mind and body to the influence of great natural phenomena and the clean, untouched charm of unmodified nature.

Several circumstances tend largely to confine this inspirational service to lands abutting on main highways. Time is one element; vacations are all too short, and half a continent offers its intriguing appeal to eager and curious minds. Transportation is another factor; millions have motor cars, few have pack- and saddle-horses or canoes. The modern American can endure long hours behind a steering-wheel and the viands of many mediocre hostelries; few can pit their endurance and limited knowledge of woodcraft against the inexorable demands of the wilderness, or contrive by their own unaided efforts to shelter and subsist themselves in ways meeting their minimum standards of comfort.

It might be better if these circumstances did not exist; if the tourists saw less territory and more detail; if, instead of the blurred high lights observable at 40 miles per hour, they sought the more stimulating knowledge of less-modified nature obtainable at the leisurely speed of 4 miles per hour; if, rather than

depend upon the hired services of others for the basic essentials of life, they made themselves self-sufficient and capable of meeting the demands of existence through their own unaided efforts.

But for the present the lands contiguous to the main traveled roads are the most important to the touring public, and the inspirational and recreational return to the greatest number of persons will be derived through the maximum conservation of the scenic beauty and natural interest of those lands. Unfortunately, the roadside lands hitherto have been the most abused of all. Their natural resources have been the most accessible and cheaply transported, hence most heavily exploited. As there are more potential customers on the roads than elsewhere, commercial activities have been most intensive upon the abutting lands. Since we have, as a people, prided ourselves upon our hard-headed business practicality and economy, costs of road-construction and maintenance frequently have taken precedence over the intangible factors of esthetic and inspirational service.

A new appreciation of the tangibility and dominance of inspirational, educational, and recreational values within lands abutting on or visible from the highways now prevails. Increasing numbers of people now advocate the prohibition or limitation of the material utilization of such lands or their products in the belief that a higher purpose and service will thus be attained. Such a program need not necessarily mean a suppression of economic potentialities but rather their reorganization, since the inspirational use creates a new train of commercial services and industrial activities which, in volume and benefit, may surpass alternative forms of commercial and industrial use. After full consideration of all factors in the equation, the Forest Service has concluded that the highest public service of the National Forests will be derived through the systematic control and restriction of the use and occupancy of the National Forest lands contiguous to the highway.

The Secretary of Agriculture, by regulation, has established rights-of-way 132 feet wide for first- and second-class roads, and 66 feet wide for third-class roads. Within such limits no form of occupancy and use will hereafter be authorized except where the State road officials agree that it is in the public interest and

desirable. So much for the road itself. To safeguard the scenic and recreational values, the Forester has further provided that all National Forest lands within 200 feet of the center line of Class A or B highways, or within 100 feet of Class C highways, shall be administered with the major objective of conserving and augmenting the scenic, inspirational, educational, and recreational values of such lands and roads, and no form of occupancy or use of those lands, or the products thereof, shall be allowed, except with the prior approval of the Regional Forester or Forester who, before granting such approval, shall require full assurance that the proposed occupancy or use is necessary, is appropriately safeguarded, and will not result in a sacrifice of public values or services greater than the public values or services to be derived from such occupancy and use.

This procedure is a check or balance against hasty local action and guarantees detailed consideration of all factors before any impairment of scenic quality is authorized. The Forester has charged the several Regional Foresters with personal responsibility for the enforcement of the principle, and authority to allow uses of lands within the prescribed limits has been centralized in the Regional Offices where the pressure of local demand for intensive commercial exploitation is not so great and broader considerations of public interest are more readily determinable. A new principle of roadside land-management thus has been established.

However, the Forest Service plans eventually to go beyond the mere fixation of arbitrary limits. Each highway is recognized as a separate project requiring specific planning for its best development. Plans for the management of roadside lands will be systematically developed. A plan already has been made for the 50-mile Mather Memorial Parkway in the Rainier National Forest in Washington and others are pending.

IF THE roadsides of the National-Forest highways are protected and freed from all unsightly structures, the comparison with unprotected roadsides which border many State and county highways will surely usher in a new day of grace.

Mt. Hood and the National Forests

By FRANK A. WAUGH, Amherst, Mass.

THE Mt. Hood National Forest in Oregon is in some respects exceptional but in most ways typical. It represents in a somewhat intensified form the great problem of enlarging and harmonizing uses, a problem which faces every one of the 150 National Forests throughout the United States. And, indeed, it may fairly be said that the same problem is imminent in Canada.

Originally, the National Forests were given a very liberal charter authorizing them to develop every possible resource. Timber production was, of course, conceived as the primary purpose. Grazing was foreseen, but in the beginning the program hardly went further than these two utilities. Presently it became clear that water-shed protection was highly important, the water originating in the forests being in large demand for domestic use, for irrigation, and for water-power. The conservation and development of water-resources has cut a large and increasing figure in recent plans of forest management.

Last of all came recreation. At the outset recreation was taken for granted. Of course, men would hunt and fish upon the forests—that was their immemorial right—but nothing need be done about it. But when the automobile was popularized and visitors began to flock to the forests in millions, this policy of toleration was soon seen to be inadequate. For twenty years the Forest Service has been trying to catch up with the insistent and ever-increasing demands of recreation.

The Mt. Hood forest is distinctly a recreation forest, by reason both of native physical endowment and of location, but it is also a forest in which other highly valuable resources are present. There is a modest but far from negligible lumbering industry and a small amount of grazing. The water utility, however, is of the greatest importance. The snows and the perennial glaciers of Mt. Hood supply domestic water to Portland and several other communities; also the irrigation water for the fertile Hood River Valley; also a considerable amount of hydro-electric power. In the development of the truly wonderful recreation resources, these practical benefits



Mount Hood from Lost Lake

Photo by Sawyer Service. Courtesy U. S. Forest Service

have to be protected and developed. The wise correlation of these diverse utilities constitutes a fascinating problem in modern forest management.

Certain phases of this problem became so acute that Secretary William M. Jardine, in 1929, appointed a special commission to make a study "designed to identify and interpret the features or qualities of major public importance, to develop the fundamental principles which should govern in their management," with the explicit understanding that such principles ought to be of use in meeting similar problems on other National Forests. The commission consisted of Frederick Law Olmsted, landscape architect, Dr. John C. Merriam, of the Carnegie Institution in Washington, and the present writer.

The findings of this committee were published as Senate Document No. 164 of the 71st Congress, under date of June 11, 1930. There is neither time nor need for traversing here the full report of that investigation, but two or three outstanding features may be emphasized. The great extent, variety, and value of the recreation resources were stressed and their dependence on the natural landscape was pointed out. The inventory of Mt. Hood's glorious scenery and of the appealing human uses already being made of it is very impressive. No one can avoid the feeling that here is something of vast benefit to mankind and something certain to develop into much wider and more inspiring applications in years to come.

Yet, perhaps, the most striking and far-reaching recommendations of the Committee were those touching upon the policies of the Forest Service in managing these recreation resources.

It was urged that the Forest Service, representing the Government of the United States, ought to adopt a distinctly more aggressive policy in developing and directing recreation uses. Up to the present time these resources have been left largely to the initiative of "permittees" and "concessionnaires." Thus the Government, instead of taking a wise and premeditated lead, has "permitted" private enterprise to step in wherever private parties could see an opportunity for personal gain. It does not appear that any serious mistakes have been made; yet the mere statement of the situation demonstrates the monumental inadequacy of the permissive policy to meet the tremen-

dous requirements of developing and harmonizing all the varied resources of the Mt. Hood country.

The second recommendation of the Committee was that the Forest Service devise ways and means whereby a larger proportion of the costs of recreation may be levied directly upon the users. This in a sense proposes a reversal of fundamental policy, yet it would be wholly consistent with the genius of the National Forest management.

Hunting and fishing, it must be remembered, were the original types of forest recreation, and, in America, hunting and fishing were traditionally free, even on private land. The whole psychology of the Foresters and of the American public has been that they should forever be free on the National Forests. Yet other forms of recreation have been brought under a monetary charge. The outstanding example is that of the summer homes on parcels of land leased at a figure fairly up to their commercial value. Even in the National Parks it has been found feasible to make certain charges upon the users of public facilities; how much more, therefore, might the same thing be done in the National Forests—areas set up for commercial management? The users of National Forest timber expect to pay the market price. The Forest Service has fought for years to establish the principle that the live-stock grazed on the forests should pay a substantial fee. The whole logic of the case demands that all other utilities harvested from the National Forests should pay their way, and, indeed, that the forests should thus eventually be made self-supporting and even profitable properties.

Frankly, there are enormous difficulties in the way of this consummation. Probably it can never be reached in all details. Yet the righteousness of the general policy seems plain enough. Undoubtedly, much more can be done than has yet been possible. If the National Forest Service receives the intelligent sympathy and support of the public, progress will be much more rapid. And a great deal yet remains to be done to realize half the possibilities for human use and enjoyment already visible in the Mt. Hood National Forest and in the many other similar forests throughout the United States and Canada.

A Beleaguered Lakeland

By ERNEST C. OBERHOLTZER, Minneapolis, Minn.

THOREAU loved his Walden. The song he sang from the solitude of its shores, though unheeded, bore a prophecy. His countrymen built museums and universities; Thoreau sang of the university of the wilderness.

In what measure, if at all, the prophecy of that song is to be fulfilled among the historic border waters of Ontario and Minnesota challenges Thoreau's present-day disciples. Here in the wooded northland are Waldens for all, precious relics of original America, if only we have the vision and the courage to safeguard them.

Congress has already gone unanimously on record against further impairment of the Minnesota portion of the lakeland. Approval of the Shipstead-Newton-Nolan bill by the President on July 10, 1930, initiates a program of public protection. The act provides: (1) that, for the purpose of carrying out "the principle of conserving the natural beauty of shore-lines for recreational use," logging of Federal shores in a 400-foot margin along lakes and streams is forbidden; and (2) that, "in order to preserve the shore-lines, rapids, waterfalls, beaches, and other natural features of the region in an unmodified state of nature," alteration of natural water-levels is likewise forbidden except by special act of Congress. Specific exceptions are made in order to afford the Forest Service the necessary latitude in reconciling recognized economic uses.

"The bill," said Assistant Forester L. F. Kneipp at a Congressional hearing in 1928, "would have the merit of definite pronouncement by the Congress of the United States of the forms of use believed to be most in the public interest, and to that end it would greatly simplify the present uncertainty and agitation and conflict of purpose. . . . For this reason we have been very glad to see this matter referred to Congress directly for some formulation of policy."

Of the two provisions of the final act, the prohibition against alteration of lake-levels is the more important. The Forest Service already had regulations for conserving shore-timber but was powerless to prevent the granting of permits for hydro-

electric dams. By removing the area from the jurisdiction of the Federal Power Commission, the act corrects the chief defect of the old situation; namely, the assumption that power development, if feasible, is also desirable. Like Yellowstone, the region is declared too precious in a state of nature to warrant conversion into storage-basins and power projects.

In so far as Congress is now able, it has thus clearly indicated its intention to protect the Minnesota portion of the border lakes and their tributaries from Lake Superior west to Rainy Lake. The act designates a two-million-acre area in Cook, Lake, and St. Louis counties, containing the principal lakes and streams of northeastern Minnesota. Thousands of lakes; tens of thousands of miles of wooded shores; beaches, islands, rapids, and waterfalls without number—these are the prospective gain for the American people. The wilderness character of the area and its importance to the health and happiness of the nation have finally been recognized. A recreational policy has been written.

To carry out the intention of Congress, however, much remains to be done. At present, less than one-third of the designated area is in Federal hands. Superior National Forest itself, the larger part of which lies within the area, is riddled with State and private lands; it consists of three totally disconnected parts. Many of the best lakes and streams, moreover, though within the area, are outside the boundaries of the present Federal forest. This is likewise true of such superb scenic and historic assets as the sector of Grand Portage on Lake Superior, the original entrance to the lakeland, where the 200th anniversary of the arrival of Verendrye is to be celebrated on August 22, 1931. These resources are chiefly in private hands and subject to all sorts of menaces in spite of Federal intentions. It must be evident at once that there is urgent need for the Forest Service to consolidate its present holdings and to extend the boundaries of Superior National Forest to coincide as nearly as possible with the area designated by Congress.

Meantime, as Secretary of War Hurley, President of the National Forest Reservation Commission, has pointed out in the last annual report of the Commission, the Government, in order to carry out the intention of Congress, will above all have to acquire private shore-lines. Some of the best of these are

heavily timbered and in the hands of lumbermen. Their cost will naturally be greater than that of cut-over lands. In some cases perhaps they may be acquired by exchange. In others it would seem important that, since the Act of July 10, 1930, carried no appropriation, there now be a special appropriation to fulfil the purposes of that Act.

Because of an application previously filed with the Federal Power Commission, one public utility project wholly within Superior National Forest was left undetermined by Congress. The issue, still to be met by the public through existing State and Federal agencies, is vital both intrinsically and because of its bearing on the larger question of damming boundary waters. Nor, indeed, does the act of July 10, 1930, prevent the International Joint Commission from completing its investigation and report as to the economic feasibility of such dams in the boundary lakes. It is no secret that local lumber and power interests hope to confront the Commission itself, the citizens of Minnesota, and finally Congress with a report by the engineers of the Commission, making out the strongest possible case for power development. For that reason the public case will have to be presented exhaustively at any future hearings of the Commission.

No effort will be spared to nullify the good intentions of Congress. The magnitude of the victory already won by the public should not for one moment lead to a false sense of security. The reality of the victory depends upon what use is made of it to round out public ownership in the area of Superior National Forest and to attain the final treaty with Canada.

The border lakes are like a talented child. We would not condemn such a child to drudgery. Instead, we should nurture and magnify her talents. Just so with the border lakeland. It must be guarded from fires, floods, inimical road-building, and other forms of waste. Only a great zone plan, sympathetically administered, can afford the necessary protection against harmful encroachments and the freedom to perform what promises to become an indispensable service to mankind. Such is the program, contemplated and approved by the U. S. Forest Service, for a treaty between the United States and Canada, affording uniform protection for the unique forested lakeland lying in the two friendly countries.

THE FEDERAL CITY

Planning the National Capital FIVE YEARS' PROGRESS

By LIEUTENANT COLONEL U. S. GRANT, 3d
Executive Officer, National Capital Park and Planning Commission

IT IS our National ambition to make a great and effective city for the seat of our Government, with a dignity, character, and symbolism truly representative of America. As a Nation we have resolved that it shall be accomplished." From the President this statement gave the greatest encouragement to all those engaged in the work of developing the National Capital, and by this statement President Hoover squarely announced himself as the successor of George Washington and as ready to carry on the work inaugurated by his predecessor, with an even fuller understanding of the helpful part sound city planning might play.

During the last six years there has been one of those revivals of interest in the National Capital, which have occurred from time to time, to prevent this representative city of America, which began so well with a thoroughly thought-out plan, from falling into the haphazard growth, inspired solely by the energy of selfish interests greedy to draw the greatest immediate profit from every opportunity, which has spoiled so many of our larger cities and has deprived life in them of the amenities and social benefits that alone make life worth living. A long succession of persons and agencies, including many able officials of the Government and members of both Houses of Congress, have striven through the years to achieve this purpose, with varying success but without assurance that their efforts would endure. Such a great achievement as the Plan of 1901, made by the Nation's foremost artists and city planners, so convincing as to secure the individual adoption and execution of some of its most outstanding features, had waited a quarter of a century without being given legislative sanction as a whole, and because of changes in transportation and building construction and architectural style, was by way of being relegated to the dead files of the Government, just another "scrap of paper." The efforts of individual officials, such as the officers in charge of Public Buildings and Grounds, and of even such a

highly considered governmental agency as the Commission of Fine Arts, had been unable to achieve systematic and persistent execution of the plan as a whole until conditions had so changed as manifestly to call for its revision and being brought up to date to meet modern requirements.

By the formation of a National Capital Park and Planning Commission in 1926, at the urgent request of the American Civic Association, the American Institute of Architects, the American City Planning Institute, the American Society of Civil Engineers, and many other National organizations in coöperation with the Director of Public Buildings and Public Parks, Congress gave legislative sanction to the part city planning is to play in guiding the development of Washington and provided a continuing agency to see that the Capital's growth should be controlled by the country's best knowledge and experience.

In Washington, even more than elsewhere, the trouble has been not so much due to a lack of plans but to the quality of planning and to the difficulty found in coördinating the projects fostered by a great multitude of governmental, semi-public, and private agencies, so that work undertaken for the benefit of one set of interests should not ignore or stultify the development of others equally important to the city as a whole. Such projects were only too apt to be drafted to serve a particular purpose, without thought or study of their effect on other interests, and railroaded through Congress without a full presentation.

Without any authority for executive action, except to buy land for parks and playgrounds and to pass on changes in the highway plan, the Commission's work has, therefore, been largely one of securing coöperation and coördination of effort among all persons engaged in adding to the structure of the city and its environs. Wisely, Congress had included in the duties with which the Commission was charged by law the making of plans for the city and *environs*, and the making of recommendations in connection therewith to all the proper executive officers, thus making it the representative of the National Capital in connection with all questions relating to planning and developing the rapidly growing suburbs in Maryland and Virginia.

The work of the Commission is summarized as follows:

1. Production of a regional plan for the National Capital and its environs, including systems of arterial highways, of cross-connecting

highways, of airports, of regional parks, of water-supply, of drainage and sewage disposal, of water terminals, and of zoning.

2. Naturally the carrying of these plans outside the District of Columbia must depend to a great extent upon the coöperation of the local State and county and municipal authorities. Their coöperation has been secured in many cases for individual projects, and the necessary State legislation has been passed for coördinated State zoning and planning commissions.

3. A thoroughfare plan for the District of Columbia, together with acceptance by the municipal authorities of standard street widths and sidewalks.

4. Plans for a complete system of city parks, playgrounds, and neighborhood recreation centers.

5. Legislation and authorization of appropriations for the purchase of the land needed for the park and recreation system of both the city and region.

6. A study of railroad and terminal facilities, and plans for relocations where needed.

7. Plans for future commercial water-front development.

8. Plan for improvement of existing street-car lines and their development to meet new requirements relating especially to the Federal building program.

9. Studies and recommendations to the appropriate officials relating to city-planning elements of the Federal building program.

10. Studies and recommendations to the municipal authorities relating to the city-planning elements of their school and municipal center building programs.

11. Preparation and recommendation of new platting and subdivision regulations.

12. Some 88 changes in the street plan to secure economy and better layouts, such as straightening thoroughfares, fitting residential streets to the topography, eliminating unnecessary streets.

13. Legislation to protect Government projects against injury by incongruous or harmful developments on adjacent private property.

14. Revision of legislation for acquisition of property by condemnation.

15. Wide study of Park administrative organization and recommendations for better coördinated administration of recreational facilities here.

16. Intensive study of automobile traffic and parking problems in the congested central area, and recommendations for solving them which resulted in special legislation at the last session of Congress.

17. Study of slum-dwelling conditions, with particular reference to alley dwellings which have grown out of the old slave quarters, and drafting legislation for their elimination.

18. Study of dwelling and housing conditions with special reference to the effect thereon of existing zoning regulations,

19. Study and recommendations on a multiplicity of other local problems, too numerous to mention individually.

In general, the Commission and its staff have enjoyed the coöperation of both governmental authorities and of private interests throughout the entire region. As was to be expected, resistance has been encountered from ultra-conservative municipal officials who naturally resist any change in their established routine, and from private interests as well as individual Government agencies who prefer an inadequate and merely expedient solution of a problem to a better and generally advantageous solution at a slightly greater price. On the whole, however, the Commission has found unexpected support in most quarters, and has been happy to experience the readiness of most executives to concur in any and every well-thought-out plan, and has received coöperation from architects, landscape architects, builders, and realtors to an extent that was hardly expected, and which is the best evidence of the public spirit with which most of them attack their problems.

But, however good the spirit and will, however sincerely all who are so busily setting individual stones in the structure of the Nation's Capital may be inspired by the desire to realize the ideals and dreams of L'Enfant and Washington, there is much room for honest differences of opinion as to what is best and what is most in accord with the ideal. It is, therefore, imperative, even assuming the best will in the world on the part of everyone, that there be a general plan to guide the efforts of all, a plan based on full and careful study of all the facts and of every possible effect of any and every item upon its other elements. Neither the individual Government official, overburdened with each day's administrative routine, nor individual private enterprise has the time and facilities for gathering and digesting the multiplicity of facts and data involved in such a study. To do this work, the National Capital Park and Planning Commission's staff is a truly valuable agency, and the composition of the Commission itself seems to be excellently adapted to apply the needed knowledge and experience to the studies presented by the staff so as to evolve sensible and balanced policies. Because there is so much being done today, constant revision of preconceived theories is particularly necessary, and the Commission now has a special opportunity to be useful.

The Two Axes of the Washington Plan

By CHARLES W. ELIOT, 2d, Director of Planning
National Capital Park and Planning Commission, Washington, D. C.

THE features of the National Capital which have made Washington known as a city of potential beauty and magnificence are concentrated along two lines which, from the beginning of the Federal City, have been the controlling axes of the great plan of Washington. One of these lines runs east and west and is already marked by the Capitol, Washington Monument, and Lincoln Memorial. The other great line runs north and south, along 16th Street, through the White House, and down the 10-mile straight course of the Potomac River to Mount Vernon.

These two great lines or axes were the basis of the original plan for the Federal City prepared by Major Pierre Charles L'Enfant in 1791, and are today the basis for new plans and studies being made by the National Capital Park and Planning Commission for the larger region into which Washington is rapidly growing. Many of the plans, schemes, and possibilities along these two great axes, suggested by the Director of Planning and staff of the Commission, have never received any official endorsement or approval of the Commission, and are here presented solely as the ideas of an individual.

The axis line through the Capitol, Monument, and Lincoln Memorial had been studied in great detail by Major L'Enfant, the McMillan Commission of 1901, the Commission of Fine Arts, and by the Planning Commission, but always with primary emphasis on the section west of the Capitol to the Potomac River. With the growth of the city beyond the limits of the original L'Enfant Plan, across the Potomac and the Anacostia rivers, the time has come for a study of this line for greater distances. The topographic conditions about Washington make the natural limits of this axis the bounding hills on the east and west.

Approaching Washington from Annapolis and the east, the view of the Capitol dome first breaks upon the visitor as he comes over the Anacostia hills. Just at this point on the axis line are the remaining earthworks of an old Civil War fort, known as Fort Chaplin, which command a view of the two

rivers, the city, and beyond to the Arlington Ridge. At this "entrance" to the National Capital, it has been proposed to arrange a plaza or circle, marking the point where the Fort Drive or Parkway will eventually cross the axis line. The visitor would then have a choice of continuing straight ahead toward the Capitol dome, or of taking the Fort Drive encircling the city and connecting the Civil War forts and the wonderful views which they command.

On the axis line, sweeping down the hill straight toward the Capitol dome, the visitor would pass Minnesota Avenue and over the railroad, to the low-lying land along the Anacostia River. Some of this land adjoining the road and the railroad is favorably situated to serve as a circus-ground or for permanent industrial exposition buildings. Beyond them the axis line crosses the river and by two proposed bridges leaps the artificial lake created in the course of the project to reclaim the marshes. These bridges would be located exactly at the point originally suggested by Major L'Enfant and are referred to as "the two bridges" in the notes on his plan.

On the Washington side, it has been proposed that a monumental entrance to the city should be arranged. Such an entrance might be flanked on either hand by a sylvan theatre and a stadium. The natural bank between the lands now being built upon and the low-lying park lands is ideally suited for development as a grandstand overlooking a broad field and the Kingman Lake beyond. A stadium to accommodate 75,000 to 100,000 persons could be erected here for use on ceremonial occasions, in Olympic games, Army and Navy games, or air-circuses. A site for a future great memorial has been suggested on the axis line at this point which is almost exactly the same distance from the Capitol on the east as the Lincoln Memorial is on the west.

From this point to the "Congress House," as L'Enfant called it, East Capitol Street now exists. This street it is now proposed to transform into an "Avenue of the States." Along it there are some fifty sites for buildings of various sizes which would serve as permanent headquarters and exhibition buildings for the several States. In front of each building, or in its main hallway, would be locations for statues. These sites would take the place of "Statuary Hall" in the Capitol. Of course, some degree of

control over the appearance of buildings and statues erected by the States would have to be retained by the Federal Government, acting through the National Commission of Fine Arts, to assure the harmonious architectural treatment of the whole group of buildings.

About halfway between the memorial site and the Capitol is the square now known as Lincoln Park. About this park it is possible to arrange thirteen sites for the States' buildings of the Thirteen Original Colonies. In keeping with this idea, the park might be renamed "Colonial Square" or "Independence Square," and become the site of a memorial to the colonial period in the history of this country. No such memorial now exists in Washington.

At the western end of the Avenue of the States the visitor will pass the new Folger Library, and between the Library of Congress and the site selected for the new home of the Supreme Court into the Capitol grounds. On all sides that great building will some day be encircled by public structures and parks in the manner in which it is already partly surrounded.

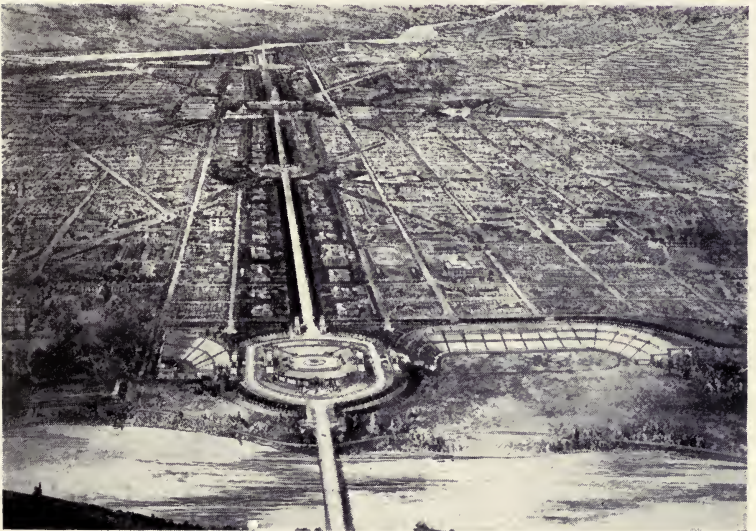
The sharp break in the ground on the west of the Capitol gives the visitor a splendid view westward to the Arlington Hills. On the slopes just below the terraces, the McMillan Commission of 1901 proposed that a fountain and cascade of water should be arranged. This proposal was a revival of another feature of the L'Enfant Plan which is much more obviously desirable in 1931 than it was when first proposed in 1792.

Two statues already occupy their appointed places at the foot of the Capitol Hill where Union Square will some day be. A sort of Place de la Concorde for Washington, this square has been designed as the head of the Mall and as the terminus of Pennsylvania Avenue, Maryland Avenue, and the new Avenue from the station. The Grant Memorial occupies the central position in this future plaza, but now is hemmed in on all sides by the trees, shrubs, and greenhouses of the Botanic Garden. A new site for this garden and new conservatories will soon be ready just south of the present location.

From Union Square to the Washington Monument there is now no direct view, no direct road. With the carrying out of the plans already approved by Congress, a vista will be opened between the Capitol and Monument along a broad ribbon of



Axis from the Capitol to the Lincoln Monument



Bird's-Eye View of the East-West Axis

grass bordered by drives on either hand and flanked by four rows of vase-shaped American elms. The central drives will cross over the heavy traffic on the more important cross streets, while the outer drives beyond the four rows of elms on either side will provide access to the museums facing the park.

Just what should be done with the grounds about the Washington Monument is not yet decided. The problem is particularly difficult because when the Washington Monument was constructed, the L'Enfant Plan was forgotten, and instead of the Monument being placed at the intersection of the two great axes, as L'Enfant intended, it was located on a slight eminence just off both lines. The departure from the east-west axis was not so great but that the line could be, and has been, readjusted to conform. The north-south axis, however, crosses the east-west line some 350 feet west of the Monument.

The McMillan Commission of 1901 attempted to solve this peculiar problem by the design of a sunken garden with a central pool at the crossing of the axes and with a formal terrace treatment of the base of the Washington Monument. This design has been objected to on account of the artificiality of a sunken garden made possible only by building up the surroundings, on account of the interference which it would interpose for through traffic, and because of the intricateness of the proposed garden layout. New studies are now being made as to the stability of the Monument and as to possible alternative arrangements of the Monument grounds.

The Rainbow Fountain and Reflecting Pool between the Monument and the Lincoln Memorial are already complete, but their surroundings are far from what they should be. The factory-like and supposedly "temporary" Navy and Munitions Buildings which now encroach on the park north of the Reflecting Pool must be removed. A place to house the activities using these buildings can be found in the northwest triangle across Constitution Avenue.

The Lincoln Memorial marks a division of the east-west axis line. Beyond it the steps of the water-gate lead to the river's edge, with a view ahead to the Virginia shore and Arlington Ridge. On the top of that ridge there is another vantage-point corresponding to the breastworks at Fort Chaplin, but with a finer view. Falling away from your feet is the open hill-

side with the Potomac River at the bottom, while beyond in serial majesty rise the Lincoln Memorial, Washington Monument, and the Capitol dome. To the north lies the city, to the south the river and its bridges. No vertical element is needed at this point, but a great formal terrace, similar, perhaps, to that at St. Cloud overlooking Paris and the Seine, should mark the site. If the terrace took the form of a memorial to Woodrow Wilson, this site in Virginia, which he sought out for its superb view, would be particularly appropriate.

The division of the axis line at the Lincoln Memorial is marked by the Arlington Memorial Bridge to the southwest and by the Rock Creek and Potomac Parkway to the northwest. The Bridge is approaching completion on a line connecting the Lincoln Memorial with the Lee Mansion, and epitomizes the reunion of the North and South. On Columbia Island, two columns, typifying the North and South, will mark the parting of the ways—the Memorial Highway along the river to Mt. Vernon on the left hand, and the Lee Boulevard, climbing the ridge past the suggested Wilson Memorial Terrace, on the right hand. Straight ahead lies Arlington Cemetery and tombs of the Nation's military and naval heroes.

Or, if at the Lincoln Memorial you take the northwest route and follow the Rock Creek and Potomac Parkway past the Titanic Memorial, you would soon come to another parting of the ways—northward by the park roads along Rock Creek, or westward by a viaduct over a future quay on the Georgetown water-front and along the Potomac River or picturesque C. & O. Canal to Great Falls.

This hurried description of the features now existing or under consideration along this east-west line shows why it is called an axis of the plan of Washington. Another line, also selected with great care by L'Enfant, is almost equally important in the plan of the city. The north-south axis was chosen to provide the White House with an attractive view down the river.

The line now marked by 16th Street and the center of the White House might be said to begin at the northern boundary of the District of Columbia where a "North Portal" is proposed by the Planning Commission. Three or more roads from Maryland—from Baltimore, Gettysburg, and the north, converge at

the point where a new gateway to the National Capital has been started. Monuments on either side of the entrance, typifying the State and the District, may some day form the gateposts, and in the middle of a small circular park between them, a boundary stone marks the District Line. After passing through this gateway, the visitor to the city will have the choice of following a parkway along an open valley into Rock Creek Park, or of climbing the hill to the south on the line of 16th Street.

About a mile south of the North Portal, on the axis line, we come to the highest point on 16th Street. Here it is possible to arrange a concourse in memory of some National hero. To the right lies Rock Creek Park, and far below among the trees the creek itself. To the left, beyond a slight hill, is the Walter Reed Hospital—largest of the Government's hospitals for veterans—where, almost directly southeast, a chapel is now under construction on the hospital grounds. Sixteenth Street drops sharply before you with a view of the city and the Washington Monument. The enormous possibilities of this site have prompted the Philadelphia Chapter of the American Institute of Architects to make a special study of the problem, in co-operation with the National Capital Park and Planning Commission and under the auspices of the American Institute of Architects Committee on the National Capital.

The importance of 16th Street, and the fact that it leads straight to the White House, was so impressed upon Congress at one time that our law-makers decided to make this numbered street into an Avenue—The Avenue of the Presidents. Unfortunately, prejudice against change and opposition to the length of the name caused a reversion to the old name soon after. However, if the east-west axis is to be called the Avenue of the States, it would seem appropriate to revive the name, Avenue of the Presidents, for the north-south line.

After leaving the high point, the street now passes across a valley and over the Fort Drive, and then climbs in roller-coaster fashion to high ground again.

Down the next hill on the straight roller-coaster along the axis brings us to the Tiger Bridge over the valley of Piney Branch, a tributary of Rock Creek. The valley has now been acquired for park purposes, but not without payment of severe

penalties for delayed action. Since 1901, when purchase of the valley was included in the park plan, the valley east of the bridge has been made a dump and most of the fine trees removed.

The next hilltop beyond the valley is marked by some fine church buildings and a row of foreign embassies. On the far hillside, east of 16th Street and opposite the Henderson Castle, Meridian Hill Park is being developed as an Italian Garden. The top terrace commands a sweeping view of the city and the river beyond. Fountains in the new wall will pour water into a cascade on the hillside and empty into the great pool in the lower garden, which is now complete.

From Meridian Hill on 16th Street, the visitor has his first view of the White House and the tree-embowered city. Driving down into this part of the original city as designed by L'Enfant, he catches a glimpse of the tree-framed New Hampshire Avenue as he continues his progress toward Lafayette Park.

If our visitor runs true to form, he will wonder why the trees in Lafayette Park are allowed to interfere with the otherwise fine view of the White House portico. He will smile at the rocking-horse statue of Andrew Jackson and wonder at the wealth and variety of unusual trees collected in this small park. The surroundings of Lafayette Square are rapidly changing and not always for the better. Some day it is hoped that the Treasury Annex Building will be extended as originally planned, to occupy the whole frontage on the east side of the park.

A new building for the Department of State and for formal occasions, such as International Conferences, has often been suggested for a corresponding position on the west side of the square. Further additions to the White House to provide office space would almost inevitably mar the beauty of the building. An alternative to such an addition is to utilize some space in the present State, War and Navy Building, after its exterior has been remodeled, and to connect these offices with the White House by a tunnel. If further space now occupied by the State Department is taken over for the use of the Chief Executive or for the Budget Bureau, a new building for the State Department will become a necessity.

The White House grounds have great dignity and charm, but the plantings of shrubs and arrangement of flower-beds in many cases violate the most elementary principles of the art of land-

scape architecture. Direct views to the south from the building or from the south toward the building are blocked by a misplaced yew tree, and other bushes are scattered individually or in small clumps in various parts of the inclosure. A great improvement could easily be made in the grounds without involving any radical changes in the character or beauty of the surroundings of the White House.

The view south from the White House was intended to embrace the river-bank and the open sweep of the Potomac River. Various trees and structures now block that view. The opening in the Ellipse must be widened and all safeguards provided against any treatment of the surroundings of the Washington Monument blocking the view.

The Tidal Basin which now occupies most of the area south of the Monument, is surrounded with the famous Japanese cherry trees. In 1901, the McMillan Commission suggested that a large playfield or "Washington Common" be arranged by filling in or relocating the Basin. South of this field a group of buildings was proposed to serve as a monument, possibly to the Constitution makers. The central building of this group marked the intersection of the north-south axis with Maryland Avenue.

This point is, without doubt, the most important site still remaining in the Great Central Composition of Washington. It corresponds south of the east-west axis with the White House, the same distance north of the axis. Mr. William Hard, in an article on "The New Hoover" (*American Review of Reviews*, November, 1927) says that he overheard Mr. Hoover—

in conversation with a Supreme Court Justice. The Justice was concerned about the location of the new proposed Supreme Court Building. I thought that for once Mr. Hoover would certainly be at a loss. Not having any idea of my own as to where the building should go, I naturally hoped that Mr. Hoover had none. My cheerful anticipations were instantly frustrated. Mr. Hoover not only had an idea but he evidently had been considering the matter and had it all worked out.

"He would make Washington's architecture preach the Constitution. The Federal Government," he said, "stood on a tripod. One leg was the Legislature. It had a monumental building of its own on Capitol Hill. The second leg was the executive. It had an impressive dwelling in the White House. The third leg was the judicial. It was equal in importance with the others. This fact ought to be made visible to all American citizens visiting Washington. The building to house the nine judges of the Supreme Court would be small. It ought not to be

placed anywhere near the Capitol or the White House. They would dwarf it. Lines of proper length should be drawn from the Capitol and from the White House to a totally vacant spot in Potomac Park. There a small building, with a nobly proportioned dome, could be made to look large, could be made to have dignity, could be made to represent the independent power and grandeur of the Judicial Branch."

South of this site, we come to two ugly iron bridges which carry highway and railroad across the Potomac. When the time comes to replace these iron structures it is hoped that a single masonry bridge may take their place. Possibly, a bridge with two levels like that at Auteuil, near Paris, might serve the purpose, or a very wide bridge with railroad and highway side by side. Even better to do away with one bridge altogether and put the railroad in a tunnel under the river.

The Virginia end of the bridge is now being replaced to permit connections not only with the main highways to Richmond and the south, but also to the Mount Vernon Memorial Highway now under construction along the river approximately on the north-south axis to Mount Vernon. This beautiful parkway has been laid out by the Bureau of Public Roads to pass the proposed Central Commercial Airport for Washington at Gravelly Point, and the site of the old Custis Mansion known as Abingdon. The old house, now a ruin, where Washington's step-son resided, might be restored as a tea-house, museum, or memorial.

The Mount Vernon Memorial Highway uses old Washington Street in historic Alexandria and continues past Fort Hunt to Mount Vernon, where Washington lies buried. The north-south axis of the city of Washington in this way begins north of the city and ends at Washington's Tomb.

The larger projects for the development of the National Capital are grouped along the two great axes of the city plan first chosen by Pierre L'Enfant in 1791. Modern planners are following the principles he laid down and dreaming of further development of the city of Washington along the lines that he suggested. If there are those who feel that all these schemes are wild, impractical dreams, let them recall the scoffers at the L'Enfant Plan in the first part of the last century or at the McMillan Plan in the first part of this century. Does it not seem possible, or probable, that some of these further possibilities inherent in the Plan of Washington may come to pass?

HOUSING

The Progress of Better Homes in America

By BLANCHE HALBERT, Research Director, Better Homes in America

AT THE close of the year 1930, home-improvement had become a major project in over 7,200 communities. The purpose of the Better Homes movement—to furnish families of modest means with the best possible information on methods by which they may make their homes more comfortable and attractive at a minimum of expenditure—has become a well-established program in many of those better-organized communities that conduct a Better Homes campaign each year. In these highly organized cities and villages practically every organization in the community is represented on the Better Homes committee. Through such organizations marked and rapid progress is made in raising the housing standards of the low-income groups of a community.

National Headquarters, which appoints the chairmen for these local communities, had also organized, at the close of 1930, more than one-fourth of the total number of counties and all but four of the 48 States. The States of Arkansas and Mississippi lead in their numbers of chairmen. Arkansas more than doubled its number for 1929, and Mississippi added over 250 to its count of the previous year. So completely were these two States organized that Arkansas had a Better Homes representative for every 2,600 persons, and Mississippi for every 2,800. In the latter State, also, every county, with the exception of one, had its committee.

The progress and spread of the movement illustrates well the desire for home-improvement on the part of the people, for all community service is rendered without compensation. Thirty-one chairmen also organized campaigns in Alaska, Porto Rico, the Hawaiian and Virgin Islands.

The extent of the campaign illustrates only a phase of its progress, for the demonstrations of 1930 are representative of better housing standards than those of the preceding year. In addition, the average cost of the 623 houses shown was lower than that of the year previous, and for the first time in the

history of the movement this average cost fell below \$4,000. Since this decrease in cost means that the campaign is reaching more and more of the low-income groups, it becomes of particular significance. Both new and remodeled houses were demonstrated, and in certain communities as many as 14 houses were shown located and suitable in cost for various income groups. In addition to these central demonstration houses there were, in the 1930 campaign, 174 tours, some of which included as many as 100 houses each. Such tours, which provide the public with an opportunity to see various architectural designs, convenient planning, planting of grounds, and countless other features, are of particular educational value when sponsored by architects and housing specialists who may call attention to good standards in housing.

Home-improvement contests have grown both in importance and in interest during the past year. In Santa Barbara County, 160 small houses were entered in the Better Homes competition. Extensive garden contests were held, and students of architectural drawing-classes took part in small-house-plan contests. The country over, home-exterior and home-interior contests, kitchen, living-room, bedroom, and home-grounds contests are participated in by many thousands of adults and children. Many of these contests are county-wide, others are State-wide. In rural communities such contests often are initiated by county home demonstration agents and augmented through the Better Homes campaigns. Plans were made in 1930 also for contests extending over two-, three-, and five-year periods, with standards set for each year's achievements.

Demonstrations for Negro citizens, demonstrations on Indian Reservations, for groups of foreign-born, for mill villagers, and in mountain settlements also characterize the 1930 campaign. Hundreds of Negro leaders planned and conducted their own demonstrations, thus showing their ability for leadership and at the same time assisting Negro families.

It is essential for National Headquarters to supply its many local chairmen with information on every housing subject in order that they may keep in line with housing progress. Results of studies and information compiled by the many Government bureaus, State colleges, educational, and civic organizations are brought to the attention of these local committees whose

demonstrations depend not only upon leadership and ability but upon a good knowledge of housing. National Headquarters also has an opportunity, through its study of local demonstrations, to pass on the best features of the most outstanding demonstrations to other communities.

During the year 1930, four new major projects were included in Better Homes programs: The National Architectural Merit Award Competition, Better Homes Schools, participation in the President's Conference on Home Building and Home Ownership, and assistance in the work of the President's Emergency Employment Committee.

The purpose of the Architectural Merit Award Competition is to call to public attention the best in small-house architectural design. Any house may be entered that meets requirements drawn up by the committee of architects in charge. Mrs. Marie Brown Meloney, founder of the Better Homes in America movement, is donor of the medals. Reginald Johnson, architect, of Los Angeles, Calif., was awarded the gold medal for 1930 for his five-room brick cottage, erected on the Hope Ranch Estate, Santa Barbara, Calif.

Better Homes Schools, organized for the purpose of training leaders, have been conducted in several States. Arkansas initiated this project, and Mississippi, Oklahoma, Massachusetts, and Rhode Island have inaugurated similar undertakings. A number of centers are selected in each State where schools are to be conducted—each center drawing from four or five near-by counties. At these schools, housing problems are discussed with reference to the needs of the particular locality. In some of these States these district schools are followed by county training schools. Such projects not only bring about an interchange of ideas but new information on housing.

During 1930, National Better Homes Headquarters participated in the work of the President's Emergency Committee on Employment by encouraging those families whose incomes would permit, to have all possible home-repairs made during the period of unemployment. Wisconsin, through its State Better Homes Committee, is outstanding in its coördination of this type of project with its Better Homes work. Active participation was also begun in 1930 in the work of the President's Conference on Home Building and Home Ownership.

Housing and the Home Economics Program

By HELEN W. ATWATER, Editor, *Journal of Home Economics*,
Washington, D. C.

THE satisfaction of the occupants is always the final aim of housing, but it is not always the aspect most prominent in discussions of the subject. The city planner naturally thinks of the civic problems of residence sections; the social case worker, of protecting the underprivileged against danger to health and decency; the architect and builder, of how to plan and put up houses which will please prospective owners. The home economist, concerned with the problems of the individual home, is perhaps the only professional worker to attack the subject from the standpoint of the families that are to live and have their being in the houses. In other words, home economics looks at housing from the point of view of the ultimate consumer and is interested in how the product will meet the needs of the users for health, comfort, convenience, and enjoyment. Seen from this angle, the problem is to find out first what makes a residence a satisfactory setting for family life, and then, how this can be best obtained by a family of given numbers, ages, occupations, incomes, and ideals.

This relation between home economics and housing has always been recognized, and books and courses in home economics include statements about the location, financing, sanitation, plan, and furnishing of the house. Excellent work has for some time been carried on in a few colleges, but until recently the available facts were, on the whole, rather dry and sparse, and the subject suffered accordingly.

Within the last few years, housing has been gradually approaching its proper place in the home economics program. In the American Home Economics Association, the house now forms one of the five subject-matter divisions, with two special sessions devoted to its interests at each annual meeting and committees actively at work studying the needs of the field and attempting to promote better understanding and interest in its problems. The official magazine, the *Journal of Home Economics*, carries an increasing number of articles on the subject and regularly reviews important books and papers.

In several State colleges and experiment stations, problems

of the house are among research projects conducted or aided by home economists, as in the remodeling of houses in Nebraska and New York and the studies of farmhouses in Arkansas and Oregon. More home economists are investigating the neighboring fields of house-furnishing and management, in which others have been less inclined to stake prior claims. Here the Bureau of Home Economics of the United States Department of Agriculture has already done some active work, notably in efficient kitchen arrangement, and is soon to have increased funds for the study of household equipment.

Growing interest in the house and its problems is also manifest in college home economics classes, and a home economics committee in the Association of Land-Grant Colleges is studying their status and needs. The so-called home-management houses in which students live and practice actual housekeeping inevitably initiate them into some problems of the house itself. A fine example of how a college home economics department can help a community understand what makes a good house was seen at Iowa State College. A member of the home economics staff was chairman of the local Better Homes Committee, and, in consultation with the other members, she and her students worked out the plans for all built-in equipment and furnishings of the demonstration house, which provided a fine example of efficiency, good taste, and economy to thousands of visitors.

In the public schools, the practice cottages or apartments and the Better Homes celebrations have stimulated interest. Very often a class will be found eagerly discussing the right amount of rent for a family of given circumstances or the effect of this or that housing arrangement on life in the home.

The whole program is speeded up as helpful information and teaching materials accumulate. The White House Conference on Child Health and Protection filled one important gap with its subcommittee report on housing standards in relation to the needs of children. The appointment of home economists on committees of the President's Conference on Home Building and Home Ownership should arouse wide general interest in the house as the setting for efficient housekeeping and for satisfactory family life and personal development.

Civic Improvements and the Employment Emergency

By FRED C. CROXTON, Vice-Chairman
The President's Emergency Committee for Employment

CIVIC IMPROVEMENTS, public and private, during 1931 have played an important part in the program of the President's Emergency Committee for Employment. From its inception, the Committee has realized the great opportunity offered in this field to take up some of the employment slack which has resulted from the business depression.

Better buildings, grounds, and public works, which are desirable at any time, can be undertaken under extremely favorable conditions during a major depression. Prices are lower, all types of labor are plentiful, and often financing can be arranged on good terms. A community which anticipates its improvement program and concentrates necessary work in such a period can get full value for every dollar expended.

More important from the Committee's viewpoint is the fact that by putting men to work on improvements, the local unemployment situation is substantially relieved. The resulting demand for building materials and the increased purchasing power of families benefiting by this work strengthen the position of local dealers and indirectly aid employment down the line of related industries. The community stands to gain further through reduced needs for charity.

On this basis of practical gain, the Committee has built up its campaign for civic improvements. On large construction jobs from December 1, 1930, to April 30, 1931, the contracts let for such work totaled upwards of one billion dollars.

No less important is the campaign for home modernization, improvement, rebuilding, and repair. From the small clean-up and paint-up job to the complete modernization and landscaping of a large residence, the American home offers a field for the employment of many thousands of workmen, skilled or unskilled. Aside from the appeal to help in the "war against unemployment," the householder or the apartment owner or tenant has a direct price-incentive under current conditions. Furthermore, the rapid development of better appearance,

comfort, and convenience in dwellings has created an opportunity for many improvements which were not thought of a few years ago.

In order to build up these current trends during the period of depression, the President's Emergency Committee has worked extensively, both through national advertising and through the coöperation of local groups. A series of newspaper advertisements were made available to a list of 2,000 daily newspapers in all parts of the United States and to many weekly papers as well; 75,000 car-cards were displayed; radio talks were given over national networks. The work was followed up through news releases and other forms of publicity, in all, one of the largest campaigns of its kind which has been conducted in recent years. Building-material dealers and other business groups have coöperated extensively.

In order to give householders a tangible basis for planning home-improvements, two check-lists were issued. The first covers points for repair and improvement and the second for modernization. In each, the house is taken by sections, inside and outside, from cellar to roof, with a detailed listing of possible jobs to put the property in first-class condition. Although any one of these suggestions is in no way novel, a family making plans based on the entire list may be less inclined to forget or postpone any work within its present means.

This "spruce-up" campaign was extended to include grounds and gardens. As well as advocating home-gardens for emergency food-purposes, the Committee has pointed out, in the pamphlet in which its garden plans are outlined, that the renewed interest which is being shown in gardening is important in terms of possible employment.

All these plans are being followed up locally by the many committees which have been formed to cope with emergency problems. Intensive advertising, house-to-house canvassing, and other means of approach are being used to promote increased employment.

The President's Emergency Committee believes that work which is being done along these lines not only is a timely contribution toward employment but will also stand as a permanent contribution to the betterment of the American city and the American home.

Progress under the New York State Housing Law

By GEORGE GOVE, Secretary, New York State Board of Housing,
Albany, N. Y.

PUBLIC interest in housing has gone through two stages: First, the recognition of the housing problem, investigation and agitation; second, an attempt to combat the evils of bad housing through restrictive laws, and the establishment of minimum standards of quality and space in housing necessary under normal conditions for health, safety, and public welfare. It was not until 1926 that a State government gave consideration to constructive proposals for permanent housing relief. In that year the New York State Housing Law was enacted. This law marked the beginnings of a State-wide policy with respect to housing, and suggested a method whereby adequate housing may be provided for those families of limited income which commercial enterprise cannot serve, applicable not only to the worst tenement areas but as well to any part of a city and to cities generally throughout the State.

This plan does not put the Government into housing. It does not attempt to set up an instrumentality to take the place of a great industry which has supplied all the housing that we have. It does not reject private enterprise. On the other hand, the plan invites private enterprise into partnership with the State and with the municipality.

There is no complicated procedure under the act. Any three or more persons may become a limited dividend company under its terms after obtaining the approval of the State Board of Housing. They may then issue stock and proceed to acquire a site by purchase, or by condemnation when necessary. They are required to provide one-third of the total capital cost of the proposed project, and they may borrow on mortgage the remaining capital necessary for its completion. The corporation is then required to manage the property for a term of at least twenty years, nor may the company dissolve within that term except with the approval of the Board. Under the terms of the law these corporations receive material benefits, by which they are enabled to effect substantial economies in construction and in

maintenance. The most important economies result from the limitation of local taxes to the land, the building being totally exempt for twenty years. The corporation is further exempted from incorporation fees and taxation on its stock and bonds. The law provides that the dividends of these corporations shall be limited to 6 per cent per annum, and limits the rents to \$12.50 per room per month in projects erected in the Borough of Manhattan and \$11 per room per month elsewhere. Within these limitations, and with the advantages afforded by the law, limited dividend corporations have demonstrated that it is practicable to construct buildings containing every modern convenience, in accord with the high standards required by the State Board of Housing, to rent them within the statutory maximum rentals prescribed by the law, to maintain them in the best of condition, and pay a return to the investors within the legal limitation.

During the first year following the enactment of this law, the main task of the Board of Housing was to demonstrate the feasibility of operations under its terms. In the beginning the Board determined to establish the highest possible housing standards and to encourage the development and adoption of better planning in construction and land utilization. Although the setting of high standards tended to limit operations within the already restricted rental range authorized by the law, the policy of the Board has never been altered with respect to the standards originally adopted. During the first two years, commercial builders could not be induced to utilize the law's provisions. As a result, the first low rental projects were financed by coöperative organizations to which the law offers direct and immediate benefits, and by men of wealth who were satisfied with a conservative money return from an investment serving the public good.

The success of these early projects has been so conclusive that, in the past two years, commercial builders have sponsored almost all of the construction under the law.

With the completion of projects now building, the new low-cost housing for wage-earners erected under the Housing Law will represent an investment in excess of \$9,000,000 and provide accommodations for 1,700 families in buildings containing approximately 7,000 rooms. In all of the buildings so

far erected the average rentals are less than the maximum permitted by law, and in several it has been possible to attain rentals as low as \$9 per room per month. The buildings are five and six stories in height, equipped throughout with modern facilities. The more recent projects contain push-button elevators, electric refrigeration, and incinerators. The following table summarizes the housing developments under the law:

PROJECT	Number of Apartments	Number of Rooms	Total Cost	Ownership
Amalgamated Housing Corporation—first 6 units.....	303	1,185	\$1,930,000	Coöperative
Amalgamated Housing Corporation—Unit 7.....	208	822.5	1,200,000	Coöperative
Amalgamated Dwellings.....	231	912	1,518,500	Coöperative
Farband Housing Corporation....	128	502	682,485	Coöperative
Brooklyn Garden Apartments—4th Ave. Project.....	164	670	735,590	Non-coöperative
Brooklyn Garden Apartments—Navy Yard Project.....	111	395	426,028	Non-coöperative
Stanton Homes Corporation.....	44	144.5	304,000	Non-coöperative
Manhattan Housing Corporation..	48	184	281,000	Non-coöperative
Academy Housing Corporation....	474	1,759	2,158,000	Non-coöperative
Total.....	1,711	6,574	\$9,235,603	

The largest and the most significant of these developments have been sponsored by the Amalgamated Clothing Workers Union on a coöperative basis. The latest project, erected by commercial builders, will be completed this summer at a cost in excess of \$2,000,000. It will consist of eight buildings separated from each other by a distance of 60 feet, covering only 44 per cent of the area—the former site of the Clason Point Military Academy overlooking the East River in The Bronx.

A recent amendment to the law should prove of interest to all students of the housing problem. Under the terms of this amendment any municipality in New York State is permitted to lease municipally owned land to limited dividend housing corporations organized under the State Housing Law for a long term of years. The amendment provides that cities may permit the lessee to mortgage the fee, thus enabling savings banks and insurance companies to grant loans on the property. With these powers municipalities may utilize for housing, lands for which there is no longer any corporate use, without the obstacles of previous statutory and financial limitations.



A Demonstration House at Santa Barbara, Planned by Owner with Designs of the Architectural Advisory Committee in Mind



Better Homes Demonstration House Made from Used Brick
Santa Barbara, Calif.

Cooperative Efforts Make Santa Barbara Distinctive

By PEARL CHASE, Santa Barbara, Calif.

THE Community Arts Association has repeatedly been called "Santa Barbara's greatest asset." Certainly its influence has been far-reaching, for its experiments have been observed with interest by people all over the country, and even abroad. Each year it has provided stimulating and engrossing occupation for hundreds of people, while thousands have enjoyed the opportunities made possible by this organization through its four branches—Drama, Music, Plans and Planting, and School of the Arts.

The Plans and Planting Branch is the one which is active in stimulating interest in and knowledge of good architecture and gardening. It has promoted city and county planning, and has helped improve the standard of designs for small California homes. Some of its efforts are concerned with conservation, roadside beautification, tree-planting, City and County Clean-ups, and classes in gardening; its diversified program of community education has been carried on through lectures, exhibits, publications, the distribution of free pamphlets, and various competitions.

A characteristic of the Plans and Planting Branch is its willingness to coöperate with other organizations and to draw together all those in the community interested in a particular project, no matter what their affiliations. It has contributed largely to the success of Montecito and Santa Barbara Garden Tours, and to that of the local Better Homes in America and Clean-up Campaigns, which entail a very considerable amount of community organization. The office of the Plans and Planting Branch has for the last few years served as headquarters for the Garden Tours and City and County Better Homes Committees, and all these organizations have the same Chairman.

The Garden Tours have been called the most friendly and delightful example of the hospitality for which Santa Barbara, since old Spanish Days, has been distinguished. Since 1926, several thousand persons have each year been granted the privilege of visiting many fine estates and delightful small gar-

dens under the guidance of landscape gardeners. Besides the forty regular tours from the middle of March to the end of October, there are a dozen complimentary ones for school, club, or convention groups. Over one hundred gardens are listed in Montecito, Santa Barbara, and Hope Ranch which are well worth visiting. Most of these are open to the public from one to five times each year. The small profit from the Tours has been used for the benefit of garden-owners in the vicinity. Prizes have been offered for the best small gardens, helpful articles on gardening reprinted for free distribution, and a "Bibliography of Books and Pamphlets of Special Help to Santa Barbara Gardeners" prepared. An annotated "List of Cacti and Other Succulents of the Santa Barbara Region" was published, which included 943 species grown out-of-doors here. Demands for this little book have come from all parts of the world.

The Campaigns to Clean-up and Beautify the Community, which were started first on a country-wide basis in 1928 in connection with the Better Homes in America Campaign, have been most widely supported and have secured satisfactory results in every district where they have become a regular spring event. Men's and women's organizations, school children, and public officials have worked together. Early in 1931 there was a carefully prepared program for the improvement of the district adjoining the Southern Pacific Railway in and near Santa Barbara, and the gardening and tree-planting which developed following the Clean-up will serve to beautify this district for years to come. "A Competition for Improvement in the Appearance of Service Stations in Santa Barbara County" was recently announced. About one hundred service stations entered and, undoubtedly, improvements in the planting and care of grounds and the color treatment of buildings and signs will result. The set-up of this competition was copied immediately in several far-distant communities.

The Plans and Planting Branch of the Community Arts, in arranging for a public discussion of the new California Roadside Survey, took the opportunity of again placing on record many organizations and individuals throughout the county sincerely interested in the preservation of roadside beauty. The women's clubs and the women in the garden clubs have been particularly active, and have deeply appreciated the protection furnished by

the zoning ordinances in Santa Barbara, Montecito, and Mission Canyon, and are behind the carefully thought-out program of the County Planning Commission.

One of the outstanding achievements largely credited to this Branch is the large number of good small-town gardens, the result of the inspiration of Garden Tours and the more specialized forms of educational opportunity kept constantly before Santa Barbarenos. In spring and fall, free County Flower Shows are held in the beautiful court house; all of the plants are garden-grown, and crowds of interested visitors fill the corridors and the sunken garden of the beautiful building during the three days of the display. All city and county organizations in any way affiliated with gardening are actively represented. The educational value of the exhibits is of unusual merit.

Each year, also, the Planting Committee has held a colorful Fruit and Flower Market at El Paso in connection with the Old Spanish Days Fiesta the last of August, and has from time to time sponsored Spring and Harvest Festivals. It has, as a yearly activity, cleaned and planted to wild flowers many vacant lots, and has planted trees and shrubbery against bare walls.

The Small House, Small Garden, and Small House and Garden Competitions, sponsored each spring for the last eight years by the Plans and Planting Committees, have successfully stimulated an interest in good design among home-owners, real estate men, contractors, and nurserymen; and competitions along similar lines have been developed all over the country, on the recommendation of the headquarters of Better Homes in America in Washington. The gay ribbons and the prizes awarded to the Mexican women for "Best Use of Grounds" has roused a great many in the poorer part of town to improve their yards.

Awards for the most distinctive examples of civic and commercial architecture, and for planting around commercial structures, are given by the Committee in alternate years. Competitions for small-house designs, held each spring for Teachers' College and high school students in architectural drawing, have proven very helpful in directing the attention of the young people to good housing principles.

The Better Homes in America movement has been an experiment in coöperation and education which has been of great value to Santa Barbara city and county. The city has staged an

annual campaign since 1925; the other county communities have participated since 1928. This movement stands on the belief that the people, by well-planned measures, can obtain for themselves a finer type of home and family life; that home-making is still as much a matter of personal character and unswerving maintenance of standards as it ever was; and that greater opportunities for systematic study of home-making and house-building under a great variety of conditions are evidently needed.

The Santa Barbara Better Homes Committees, by a division of tasks among many workers, have been able to go into many problems more thoroughly than a single overworked housewife or husband; and through the lectures, demonstrations, and exhibits which are a part of every campaign, present their suggestions and conclusions in practical form. Nearly every one of the women's organizations and the schools have each year developed a program related to their own needs, and each year some community problems are faced, discussed, and active steps taken to remedy them by the general committee which represents every socially minded group. The program has made a strong appeal because it calls for action as well as discussion, and concrete improvements can be seen following each campaign, in addition to those intangible assets which come with friendly coöperation in service to one's community.

While the community appreciates and profits largely from the volunteer efforts of the members of the Better Homes and Plans and Planting Committees, the next step may be the organization of a new type of Home Information Center, where a helpful year-round service will be available to all small homeowners and home-makers. It is expected that, from the President's Conference on Home Building and Home Ownership, many practical suggestions will be developed which will be of great value to Santa Barbara as well as to other communities throughout the country.

REGIONAL PROGRESS

THE UNIVERSITY OF CHICAGO

Progress of Regional Planning

Digest of Replies Received to Requests for Information by the Division of Building and Housing, Bureau of Standards, United States Department of Commerce, and Regional Planning Committee, American Civic Association.

BOSTON: DIVISION OF METROPOLITAN PLANNING. Authorized 1923. Supported by forty-three cities and towns of Boston Metropolitan District. Covers 445 square miles, including water-areas. Type of plan: Transportation service and facilities within the district and coördination of cities and towns thereof upon highways, roads, bridges, waterways, railroads, street railways, and other arteries. Population, 1,955,168. Zoning ordinances in region, 33; percentage of population living in zoned areas, 92.98. Amount of average annual budget, \$30,000; current budget, \$25,000, for planning expenses only.

CALIFORNIA COUNTIES' REGIONAL PLAN COMMISSIONS: *Alameda County Planning Commission.* Official. Appointed April, 1930, to make a county-wide highway plan. Work started April 15, 1930; not sufficient time to judge state of public opinion. Population, 474,534. Area, 840 square miles lying in 1 county. Zoning ordinances in region, 10. Cost of plans to date, \$5,000. Current annual budget, \$12,000.

Contra Costa County Planning Commission. Official. Appointed 1930 to create plans for subdivisions, highways, parking, and zoning. Population, 78,795. No zoning ordinances. Average annual budget, \$1,250. This Commission is not a regional organization as such, unless the county may be termed a region. The object is to tie the planning activities with those of adjoining counties when such coördination is of mutual benefit.

Los Angeles County Regional Planning Commission. Official. Organized 1923 to make comprehensive plan. Population, 2,208,492. Area, 4,085 square miles in 1 county, with 44 incorporated units, of which 30 have planning commissions. General county zoning ordinance; 9 unincorporated communities zoned. Cost of plans to date, \$324,000. Average annual budget, \$76,275; current budget, \$83,075. Numerous publications. Success depends on: (1) A judicious, foresighted Commission, fair and firm in its deliberations; (2) broad-visioned direction of the work to insure coördination of the various phases; (3) adherence to sound principles of engineering; (4) adequate research and statistics; (5) a comprehensive plan of highways; (6) whole, forward-looking guidance of land subdivision; (7) reasonable regulation of the use of property based on comprehensive zoning; (8) logical study of problems in landscape design; (9) effective preparation of informational material with emphasis on visual persuasion; (10) moulding of public opinion to a recognition of the need and the feasibility of the plan.

Monterey County Planning Commission. Official. Appointed February, 1930, to develop county-wide major traffic plan for important parts of county as first step. Population, 50,000. Area, 4,000

square miles. Of 6 incorporated cities in area, 4 have zoning ordinances; 1 county zoning ordinance applies to two areas, one with 2 square miles having 2,000 people, and one with 1 square mile having 1,000 people. Annual budget, \$5,300 from public funds, with \$1,200 contributed privately.

Orange County Planning Commission. Official. Appointed January 28, 1930; work started February 11, 1930. Comprehensive plan anticipated, but not yet completed. Population, 118,611. Area, 900 square miles, lying in 1 county, with 13 incorporated units, having 3 zoning ordinances. Current budget, \$7,000.

San Diego County Planning Commission. Official. Appointed June 2, 1930, to make county-wide master plan. Population, 209,000. Area, 4,200 square miles lying in 1 county, with 8 incorporated cities, having 2 active plans and 4 zoning ordinances. Cost not yet determined as Commission has not started drawing the plan.

San Bernardino County Planning Commission. Official. Appointed April, 1930, to assume jurisdiction over recording of subdivision maps, to designate certain primary and secondary highways in the county, and to make study of county zoning. Population, 133,878. Area, 20,157, with 8 incorporated units, 6 planning commissions, and 2 zoning ordinances covering one-third of county. Current annual budget, \$500.

Santa Barbara County Planning Commission. Official. Appointed January 1, 1928. Population, 66,000. Area, 2,700 square miles, with 3 incorporated units having 2 active plans. Two zoning ordinances; 3 per cent of area zoned. Type of plan: Comprehensive. Average budget, \$11,000 annually. Mimeographed reports printed and given local distribution. Favorable public opinion; taxpayers convinced of fundamental value of work.

Stanislaus County Planning Commission. Official. Appointed April 14, 1930. Population, 52,070. Area, 1,486 square miles, lying in 1 county with 7 incorporated units. No zoning ordinance. Average annual budget, \$1,000. No definite work carried out as yet.

Sutter County Planning Commission. Official. Appointed in 1930. Population, 14,618. Area, 606 square miles, with 5 political subdivisions, 1 incorporated unit, and 1 active plan. No zoning ordinance. Total cost of plans to date, \$200; estimate of ultimate cost, \$5,000. Average annual budget, \$500. All planning work to date preliminary. Proceeding along a program of public education.

CHICAGO REGIONAL PLANNING ASSOCIATION. Metropolitan area, 8,000 square miles including 15 counties within 50 miles of Chicago. Association, organized November, 1923, is league of counties, cities, villages, park districts, Forest Preserve districts and other governmental bodies, as well as including civic organizations, private clubs, corporations, and individuals organized to make plans and carry them out. Population, 5,050,000. Region lies in 3 States, comprises 280 communities, and 252 incorporated units. Fifteen active plans in region. Zoning ordinances, 81; 63 per cent of municipal areas zoned.

Spent to date, \$270,000. Average annual budget, \$60,000. Active work started in March, 1925. Issued special studies and Progress Reports.

DETROIT CITY PLAN COMMISSION; RAPID TRANSIT COMMISSION; BOARD OF WATER COMMISSIONERS; ROAD COMMISSIONS OF WAYNE, OAKLAND, AND MACOMB COUNTIES. No official regional planning body in the Detroit district, with the exception of the Superhighway Commission. Active work started February, 1923. Rapid Transit Commission appointed December, 1922. A Regional Plan of Highways has been prepared by the City Plan and Rapid Transit Commissions and is being carried out through the coöperation of the various county-township and municipal authorities in the district. A Regional Park Plan has been prepared by the City Plan Commission, which is being carried out in Wayne County by the Board of County Road Commissioners. Population, 1,951,811. Area covers 400 square miles in transportation area and 1,100 miles in area of metropolitan influence, lying in 1 State and 3 counties. Region contains 30 cities and villages, in circle of 15-mile radius from Detroit City Hall. Total cost of plans to date, \$300,000 over past 8 years. Amount of average annual budget, Rapid Transit Commission, \$50,000; City Plan Commission, \$40,000. Sixteen reports issued, of which 5 are now out of print.

BRUNSWICK AND GLYNN COUNTY, GEORGIA: CITY AND COUNTY PLANNING BOARD. Group organized August, 1928. Population, 30,000. Area, 439 square miles, with 1 incorporated unit and 2 city and county plans in region. Zoning ordinances in region, 2; 100 per cent of area zoned. Type of plan: Comprehensive, including zoning regulations developed in accordance. Total cost of regional plans to date, \$35,000. Average budget, \$5,000; current budget, \$4,000. Publications: Plans and reports only to local commissions.

HAMILTON COUNTY REGIONAL PLANNING COMMISSION, OHIO. Official, with supporting private group—United City and Regional Planning Association. Private group organized 1917. Official work started July 1, 1929. Type of plan: Comprehensive. Population, 589,356. Area, 407 square miles lying in 1 county, with 25 incorporated units and 15 political subdivisions (14 City Planning Commissions and Boards of County Commissioners). Two areas with active plans: Cincinnati and Norwood. Zoning ordinances in region, 10; 20.4 per cent of area zoned. Total cost to date, \$27,000; estimate of ultimate cost, \$41,300. Annual current budget, \$19,800. Report of work for first 18 months in process of publication. Platting rules in mimeographed form. Favorable public opinion.

GREATER KANSAS CITY REGIONAL PLAN ASSOCIATION. Unofficial, organized in February, 1929. Developing a coördinated plan for highway development for six counties. Population, Missouri, 503,874; Kansas, 211,166. Area lies in 2 States, 1,427 square miles in Missouri and 1,069 square miles in Kansas. Number of towns in Missouri 86, in Kansas 61. Average annual budget, \$10,000, all for planning work. Report issued on 1930 activities.

MERCER COUNTY PLANNING COMMISSION, N. J. Official. Appointed October, 1929; active work started same date. Type of plan: Comprehensive. Population, 185,000. Area, 233 square miles in 1 county, with 13 incorporated units and 4 active plans in region. Six zoning ordinances; approximately 10 per cent of area zoned. Total cost of plans to date, \$20,000. Current annual budget, \$6,000, plus one man. Planning report issued in 1931.

MILWAUKEE COUNTY REGIONAL PLANNING DEPARTMENT. Official. Appointed September 18, 1923. Plan covers Park and Parkway System, system of widened highways, zoning of unincorporated regions, and layout of platting. Population, 750,000. Area, 152 square miles, lying in 1 county, with 18 political subdivisions, 7 incorporated units, and 9 active plans in the region. Nine zoning ordinances; 99 per cent of region zoned. Total cost of plans to date, \$50,000. Average annual budget, \$30,110, of which 40 per cent is for planning work and 60 per cent for execution of plans; current annual budget, \$43,840, with similar percentage for planning work and execution of plans. Reports issued 1924-28. Splendid coöperation from Government units and general public.

MOLINE, ILLINOIS. Unofficial regional plan financed by the Moline Chamber of Commerce. Committee organized in 1928; active work started in 1930. Type of plan: A comprehensive highway, park, and water-supply plan. Population, about 75,000. Area, 55 square miles, with 3 municipalities, each having active plans, and all lying in 1 county. Three zoning ordinances in region; about 25 per cent of area zoned. Total cost of plans to date, \$25,000, including cost of regional and 3 municipal planning and zoning ordinances. Additional expenditures not contemplated. No budget. Enforcement of planning and zoning ordinances in hands of municipalities. Public opinion favorable.

MONROE COUNTY REGIONAL PLANNING COMMISSION, ILLINOIS. Official. Appointed September, 1930; work started same date. Highway and park plan. Population, 14,000. Area, 357 square miles, lying in 1 county, with 5 incorporated units and 14 political subdivisions. One active plan in region. No zoning ordinance. No costs or budget estimates. Plan is little known and has not accomplished very much to date.

MONROE COUNTY REGIONAL PLANNING BOARD, N. Y. Official. Appointed May 1, 1929; active work started August 1, 1929. Type of plan: Comprehensive. Population, 425,000. Area, 663 square miles, lying in 1 county, having 11 incorporated units, with 2 active plans in region. Zoning ordinances, 10; 40 per cent of area zoned. About \$45,000 already spent. Average annual budget, \$35,000, all spent for planning work; current budget, \$33,500, plus \$17,500 for special port and harbor survey. Has published 1930 Annual Report. Public opinion favorable.

LAKE ONTARIO COUNTRY ASSOCIATION OF WESTERN NEW YORK. Private group, organized in 1928; started active work in 1931. Type

of plan: Regional highways, parkways and boulevards as major project. Population, 700,000. Area, 4,500 to 5,000 square miles lying in 7 counties including Monroe County, with one active plan in region. Zoning ordinances in region not known, but 5 to 6 per cent of area zoned. Favorable public opinion. Orleans and Wayne counties expected to appoint county planning boards in 1931.

NORFOLK CITY AND SUBURBAN PLANNING COMMISSIONS. Semi-official, as the Norfolk City Planning Commission represents the city but has created a suburban commission to assist in developing for its suburban section such main highway commitments as appear sufficient for future traffic needs, and when adopted conform to this. Type of plan: A community map was made and on subsequent editions of this map dotted lines indicate highways to which all future planning must conform. Private group organized in 1925; active work started same date. Population, about 200,000. Area, 200 square miles lying in 2 counties, with 5 incorporated units having 1 active plan. One zoning ordinance; about 10 per cent of region zoned. Cost to date, \$50,000, which represents the cost of surveys and services of specialists. Execution of plans directed by Norfolk's Department of Public Works. The suburban aid attempts only suggestions for individual and corporate execution as their needs arise. Publications: Initial report of Technical Advisory Corporation and two editions of Community Planning Map. Favorable public opinion created for State law which requires platting of all private property within 10 miles of city to be approved by City Engineer before admitted to official record.

REGIONAL PLAN OF NEW YORK AND ITS ENVIRONS; REGIONAL PLAN ASSOCIATION. Regional Plan of New York is a committee supported by the Russell Sage Foundation; Regional Plan Association is a membership organization to promote the Plan, financed by membership contributions. Planning body organized in 1922, starting work on same date; private group organized in 1929, starting active work on same date. Population, 11,457,949. Area, 5,528 square miles, with 476 political subdivisions, lying in 3 States and 22 counties. Region contains 328 incorporated units, with 163 zoning ordinances and 87 planning boards. Cost of plans to date, \$1,200,000; educational work, \$100,000. No expenditures for execution of plans. Current budget, about \$50,000 a year. Numerous publications, 8 Survey Volumes and 2 Plan Volumes.

Sub-region. **WESTCHESTER COUNTY PLANNING FEDERATION.** Official organization representative of villages, cities, and towns in county. Appointed 1926; active work started same date. Regional plan will fit local plans into a county-wide plan. Population, 550,000. Area, 500 square miles, with 46 political subdivisions and 23 active plans in region. Zoning ordinances, 22; possibly 60 per cent of population living in zoned areas. Average and current annual budget, \$2,700. Publications: monthly "Federation Bulletins," and annual report. Excellent public coöperation.

NATIONAL CAPITAL PARK AND PLANNING COMMISSION, WASHINGTON, D. C. Official. Appointed in 1926; commenced active work same date. Type of plan: Comprehensive. Population, 650,000. Area, about 1,256 square miles, lying in District of Columbia, 2 States, and 4 counties, with 12 incorporated units. Two active plans in region. Zoning ordinances, 4; 25 per cent of area zoned. Current annual budget, \$4,000,000, of which \$64,000 was expended for planning work and \$3,939,000 for purchase of land for parks and playgrounds. This Commission is advisory to District of Columbia, Maryland, and Virginia authorities. The part of Maryland lying within the region has its own Commission, which coöperates with the Commission regarding their area; the part of Virginia lying within the region has not as yet an active commission. Publications: Annual reports 1927-30, with a Parking Report for District of Columbia.

Sub-region. **MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION.** Official. Appointed June, 1927; began work September, 1927. Type of plan: Comprehensive park and highway plan in course of preparation. Population, 60,000. Area, 175 square miles lying in 2 counties with 22 incorporated units. Zoning ordinances, 2. Total cost of plans to date, \$8,000. Budget for 1931, \$27,000, for planning and zoning administration, subdivision control.

OKLAHOMA CITY REGIONAL PLANNING COMMISSION. Official. Appointed 1923; active work started same date. Population, 40,000, in addition to 185,000 in city. Embraces all area within 3 miles of city limits, about 65 square miles. Region lies in 1 State and 1 county, with 4 incorporated units, having 1 active plan. Zoning ordinance for Oklahoma City only. Total cost of plans to date, \$3,000; estimate of ultimate cost, \$20,000. Average annual and current budgets, \$500, all of which is expended for planning. City Plan Report, 1931, covers much of regional area. Revival of interest attendant upon publication of City Plan Report.

REGIONAL PLANNING FEDERATION OF PHILADELPHIA TRI-STATE DISTRICT, PHILADELPHIA, PA. Private group incorporated May 18, 1928, to represent 11 counties centering upon Philadelphia-Camden metropolitan center, and promote regional plan. Population, 3,522,000. Area, 4,555 square miles, lying in 3 States and 11 counties, containing 157 incorporated units. Zoning ordinances in region, 27; 2.8 per cent of area zoned. Estimate of ultimate cost, \$685,082.03; total cost of plans since 1924 (prior to 1928 the Federation operated under a modest budget), \$570,588.82. Average annual budget since 1928, \$200,000. Seven studies published. Public opinion generally favorable.

PONCA CITY (OKLAHOMA) CITY PLANNING BOARD; CITY PLANNING BOARD. Official. Appointed in 1927 for Ponca City and surrounding vicinity. Type of plan: Comprehensive, including parks, major streets, underpasses, etc. Population, 16,000. Area, 13 square miles, including metropolitan area and extending 3 miles into country in 1 county. Region contains 2 incorporated units. One zoning ordinance; 33 per

cent of area zoned. Costs absorbed in City Plan, making regional cost negligible. Annual and current budget for city plan, \$500. One publication: "Development Plans." Hearty public coöperation.

PONTIAC, MICHIGAN. Unofficial. Comprehensive plan being developed gradually in City Engineer's office. Population, 100,000. Area, 60 square miles lying in 1 county, with 4 incorporated units, having 2 active plans. No zoning ordinances. Cost of plans to date, \$10,000. No publicity given to plans except in case of street-widenings and openings and purchase of parks.

ST. CLAIR, MONROE AND MADISON COUNTIES REGIONAL PLANNING COMMISSIONS, CALLED TRI-COUNTY REGIONAL PLANNING FEDERATION. East St. Louis Metropolitan area. Official. Appointed 1930 for general planning. Population, 1,000,000. Area lies in 1 State and 3 counties, with 3 active plans. No zoning ordinances. Federation finances so far from donations from the three commissions; St. Clair County Board of Supervisors appropriated \$150 for its County Commission. Tri-County Federation is composed of executive committees of the three county commissions, which meet monthly to plan for entire area. The county commissions also meet monthly in their counties. All the commissions have power to coöperate with other county or city commissions.

ST. PAUL, MINNEAPOLIS, AND ENVIRONS: METROPOLITAN DISTRICT PLANNING ASSOCIATION; METROPOLITAN DRAINAGE COMMISSION. The former is a private voluntary organization organized September 10, 1923; the latter an official body appointed 1927, with work started June 27, 1927. Type of plan: Comprehensive; sewage disposal. Requires an educational campaign. Population, 900,000. Area, 2,000 square miles lying in 9 counties with 58 townships, having 2 active plans. Zoning ordinances, 2; 5 per cent of area zoned. Cost of private regional plans to date, \$400. No official financing as yet. Publication: "Why Grow by Accident?"

TOLEDO: LUCAS COUNTY PLANNING COMMISSION. Official body appointed March, 1924; active work commenced one year later. Type of plan: Comprehensive, highways and parkways. Population, 350,000. Area, 417 square miles, lying in 1 county, with 13 incorporated units, having 6 active plans. Three zoning ordinances; 15 per cent of area zoned. Total cost of plans to date, \$30,000; estimate of ultimate cost, \$45,000. Average annual and current budgets, \$7,000, expended for planning work. Publication: "A System of Major Highways and Parkways," by Bartholomew and Associates. Special committees in Chamber of Commerce promoting plan; Toledo Citizens' Plan Association and Maumee River Scenic and Historic Highway Association. Public improvement program let down because of depression, but planning program increased.

TULSA REGIONAL PLAN COMMISSION. Official. Appointed March 17, 1923. Area, about 85 square miles, extending 3 miles beyond city limits, including 2 small towns. No zoning ordinances. Type of plan:

A major street plan for the regional area. Average annual budget, \$7,500, for planning work alone. Public opinion very favorable to land-platting and major highway control.

STATE OF WISCONSIN: State-wide Regional Planning under a Director connected with the State Highway Commission, appointed September, 1929. Type of plan: Comprehensive. Population, 3,000,000. Area, 56,000 square miles, lying in 71 counties of State of Wisconsin. This is a new proposition, scarcely ready for definite pronouncements.

WYOMING VALLEY: WILKES-BARRE VALLEY CHAMBER OF COMMERCE; WYOMING VALLEY COMMUNITY COUNCIL. Private organizations organized May 1, 1929, to promote plan, based on plan prepared by B. A. Haldeman in 1921. Population, 375,000. Area, 115 square miles, with 35 political subdivisions. Zoning ordinances, 2; 3 per cent of area zoned. Current annual budget from Chamber of Commerce, \$60,000.

The California Counties Set Up Regional Plan Commissions

By CHARLES H. DIGGS, Director, the Regional Planning Commission,
Los Angeles, Calif.

WE PRESENT the following brief facts which offer an idea of what is being accomplished in this field in the State of California:

In 1927 the Legislature passed a State Planning Act. As this did not seem to meet the requirements of the State, it was repealed, and on June 17, 1929, the State Planning Act, under which many County Planning Commissions now operate, was approved by the Legislature.

Prior to this date, on December 23, 1922, there was an official County Planning Commission organized by ordinance for Los Angeles County. Santa Barbara County also organized a County Planning Commission before the passing of the State Planning Act, although their present activities conform to the requirements of the State law, along with the following counties which have organized County Planning Commissions in accordance therewith:

Alameda	San Bernardino	Santa Clara
Contra Costa	San Diego	Stanislaus
Del Norte	San Francisco	Tuolumne
Humboldt	Santa Barbara	Shasta
Kern	San Luis Obispo	Yolo
Monterey	Mono	Riverside
Los Angeles	Orange	Sutter

In San Diego County the County Planning Commission Chairman is also Chairman of the Board of Supervisors. This gives a very close relationship between the two bodies which proves extremely satisfactory. Their Board of Supervisors not only realized the need for county planning but set up a commission for the purpose and displayed a willingness to have members of the Board actively engaged in such work. It might also be mentioned that they are making a very careful survey of the proper procedure for a county planning commission, being cognizant of the fact that the requirements in San Diego County are not similar to those existing in city planning fields.

In Orange County one of the ex-officio members of the Com-

mission is the Superintendent of Highways who has long recognized the need for county planning. His advice is being very carefully followed in organizing the work of the Planning Commission there. Two major problems in Orange County are the maintenance and improvement of their beautiful highways and coast towns.

Santa Barbara County has employed the very best advice obtainable in its technical work, and results are already evident of this sound policy. The consistent, carefully mapped program of procedure that is being followed allows for the technical work to go forth at the same time the public mind is being prepared for its reception. A very thorough report has recently been prepared by the Santa Barbara County Planning Commission dealing with the highway and zoning problems of Montecito. It is to be regretted that this valuable material is not in printed form for general distribution throughout the United States since it contains so many items dealing with the problems which confront all of us.

Kern County has retained the services of a Consultant who is guiding its activities in a very effective manner. They now have a subdivision ordinance in operation and are facing many highway problems in a comprehensive way. Kern County has engaged the services of a Resident Engineer who has had experience in a planning office. This combination of Consultant and Resident Engineer, with experience, has already shown very satisfactory results in this county.

Alameda County has a very carefully organized County Planning Commission, the Chairman of the Board of Supervisors and the County Surveyor being ex-officio members thereof. After several years of study as to methods of procedure, they are now embarking on a definite program which will result in effective planning for that area. Their problems are very similar to those of the Los Angeles County Planning Commission as outlined below.

Humboldt County, in the northern part of the State, has organized its county planning work to great advantage. The Secretary-Engineer of the Planning Commission has made careful study of the responsibilities of the work, and his ability and personality are such as to inspire the confidence of the people in his leadership. They have so planned their activities

as to preserve the remarkable beauty which Humboldt County naturally enjoys.

The County of Monterey is also getting ahead rapidly with its planning work, under the guidance and direction of a Secretary-Engineer whose well-rounded experience, contacts, and connections enable him to keep the Commission informed so as to meet the many problems which are theirs alone and not to be found in any other locality. Their body will find it necessary to pioneer in many respects in their organization and procedure, due to the unique native landscape of rolling hills, heavily covered with vegetation, mountains, rugged coast.

The other counties, not particularly referred to herein, have so recently established planning commissions that it is not possible to comment on their accomplishments at this time. However, my experience leads me to believe that it would be extremely difficult to select a portion of the United States with greater variation in county planning activities than can be found in the State of California. It will prove very interesting to watch developments as they go forward in this respect.

It is quite evident that the County Planning Commissions in this State are meeting their problems in a sincere and aggressive way and are making careful investigation and preparation before organizing or proceeding. This wholesome attitude is perhaps the result of the realization that there is far more incentive in warding off mistakes of development than in attempting to correct haphazard growth. Undoubtedly, this marks the vast contrast between activities of a county planning commission and those of a city planning commission, the latter usually being too involved in correcting damage done to allow for handling larger problems for which they should be responsible.

In Los Angeles County the Planning Commission has been in operation for over eight years. There are numerous accomplishments that might be mentioned that confirm their belief that county planning is vitally important and well worth whatever effort, time, or expense is involved. In the beginning there was a thorough organization of the planning office, followed by a tentative highway plan adopted for the entire county. An approved detailed highway plan has since been established for those sections of Los Angeles County known as 2-E and 4, and

the other sections are being perfected in a similar way. On September 12, 1927, the Board of Supervisors adopted a zoning ordinance, the first county zoning ordinance in the United States. Many areas have been zoned in detail, ranging from two square miles, with a population of 2,000, to over eight square miles, with a population of 22,000.

There have also been developed in Los Angeles County the study of "Zoning by Design," numerous preliminary studies for a system of parkways and the location of major recreational areas for the county, studies for large holdings for subdivision from the standpoint of community design, as well as detailed designs of major air-terminals and smaller airports. Aside from these accomplishments, considerable illustrative material for use in connection with the educational program of the Commission was prepared, along with special pen-and-ink perspective drawings. It has been represented at numerous planning conferences, club meetings, Chambers of Commerce, and other meetings, and has placed exhibits at many fairs throughout the State of California and elsewhere, in an effort at all times to keep before those interested all projects in the process of completion, together with those proposed or brought to a satisfactory conclusion.

In closing, a bird's-eye view of the county planning situation in California leads one to believe that the success so far in this field has resulted from following sound principles. Los Angeles County has at all times endorsed the following as a reliable foundation:

1. A judicious, foresighted Commission, fair and firm in its deliberations.
2. Broad-visioned direction of the work to insure coördination of the various phases.
3. Adherence to sound principles of engineering.
4. Adequate research and statistics.
5. A comprehensive plan of highways.
6. Wholesome, forward-looking guidance of land-subdivision.
7. Reasonable regulation of the use of property based on comprehensive zoning.
8. Logical study of problems in landscape design.
9. Effective preparation of informational material, with emphasis on visual persuasion.
10. Moulding of public opinion to a recognition of the need for and the feasibility of the plan.

Regional Planning for Wisconsin

By M. W. TORKELSON, Director of Regional Planning for Wisconsin

THE 1929 Wisconsin Legislature, by Chapter 276, Wisconsin Laws of 1929, directed the State Highway Commission "to employ a director of regional planning whose duties shall be to coöperate with and assist all local planning agencies in the State to the end that their activities may be properly coördinated in the interests of the State as a whole, to gather and disseminate city, town, and regional planning information, to coöperate with the Conservation Commission in the development of a recreation system plan for the State, and to coöperate with the State Board of Health in the regulation and control of lake and stream platting." Under Wisconsin laws the appointment of the Director is subject to Civil Service. The qualifications specified in the statute are that the Director shall be a civil engineer or landscape architect who shall have had not less than five years of practical experience in city or regional planning work. The writer was appointed to the position in September, 1929, and immediately began the work.

While the statute provides that the Director of Regional Planning shall coöperate with local bodies and with various other State agencies, the implications of the manner of appointment are that his principal duties, at the beginning at least, would be in connection with the development of highways. The efforts of the Director since his appointment have been largely concerned with getting oriented and with finding out as well as could be done what the work meant and what its possibilities would be, in order that no errors that would seriously hamper later developments might be made in undertaking the work.

It seemed that a majority of people interested in the work of regional planning conceived that the principal work of the regional planner would be in connection with the beautification of highways. Some studies of the most feasible methods have been made, and in so far as they have gone the Director has been inclined to the belief that it is necessary, in order to undertake this work in the most effective manner, to do considerable foundation work before highway beautification proper can be undertaken with any reasonable prospects of success. While

formal planting undoubtedly has its place in the beautification of rural highways, it seems that the most appropriate treatment of local highways will be to assist nature. In Wisconsin, nature has a way of surpassing man's best efforts if only given a chance, and the best that can be done for the beautification of rural roadsides is to prevent their defacement by man. The most fundamental consideration in connection with roadside beautification is a plan of grading by which the appearance of the roadside will not be marred by unsightly excavations and such that plantings made in the near future can grow and develop in peace and not be required to be removed and destroyed whenever the future development of the highway may require its expansion. A tree planted at the present time will not attain its full beauty for many years, and it would be exceedingly unfortunate if the trees which we now plant would have to be removed and destroyed just at the time when they reach their full beauty. We need a plan of development by which the highway will be able to serve all of its useful purposes, which are to accommodate traffic, to permit beautification, and to carry the various public utility services in an adequate manner, so that none of these necessary uses of the highway will infringe upon the other.

Soon after the Director's incumbency the work of the Traffic Engineer was incorporated in the Regional Planning Department. There is no doubt that adequate and accurate data with reference to highway traffic, present and prospective, are exceedingly important in regional planning, especially in planning for the development of the highways. Some studies have been made with reference to probable necessary developments in connection with the highway system of our State and connections with the highway systems of other near-by States, and these are being continued and expanded.

Studies have also been made of various highway projects designed to afford relief for traffic in the densely populated portions of the State where congestion has already become a problem.

During the latter part of 1930, and early in 1931, the principal activities of the Director have been in coöperation with members and committees of the 1931 Legislature in connection with legislation along regional planning and highway development lines.

It was realized by the sponsors of the legislation of 1929 that however desirable a department with broad powers and ample resources might be, it would hardly be possible to obtain legislative sanction of such a department full fledged. The original bill, therefore, did not go much further than to provide for the creation of the Director. He has been obliged to confine his activities within the limits afforded by the State Highway Department, and while coöperation with other State departments is specified, each of them is busy in its particular lines. Hence, contact between the various departments has not been as complete as is desirable. An attempt is being made to improve this situation through additional legislation which has already passed both Houses of the Legislature. The bill provides for a State regional planning committee. The membership will consist of the State Chief Engineer, one member from the Railroad Commission, the Highway Commission, and the Industrial Commission respectively, the State Health Officer, the Director of Conservation, and the Director of Regional Planning. The Director of Regional Planning will be the secretary and executive officer of the Committee. The duties of this Committee are specified in the bill in considerable detail. It will have authority to make studies of the river valleys in the State with a view of their proper development, to coöperate with county, city, town, and village authorities charged with the responsibility of planning or zoning areas within their respective corporate limits. The Committee will have general advisory supervision of all laws relating to State zoning or the planning of river valleys, and authority to issue general recommendations applicable for the carrying out of State zoning, to designate the lands most appropriate for State Parks, and to take such measures as may be necessary or convenient to conserve and maintain springs of flowing, pure water.

It is the intent of the bill to provide the mechanics by which the various State activities under the jurisdiction of the officers and departments represented will be brought into official contact with one another in order that improved coöperation may be realized and so that policies may be outlined and recommendations made for the welfare of the State as a whole. Under these conditions the future of the work seems bright.

THE NEW YORK REGIONAL PLAN —A SYMPOSIUM

The Significance of the Plan

By FREDERIC A. DELANO

Chairman Regional Plan of New York and Its Environs

IT IS safe to say that the Regional Plan of New York is the most ambitious undertaking in its line thus far launched. Begun under the inspired leadership of the late Charles D. Norton, generously financed by the Russell Sage Foundation, and carried through under the direction of Thomas Adams, it represents eight years of work in a very thorough factual study of the problem, supplemented by matured recommendations based thereon. The area involved, and the immense population concerned, make it most important, but necessarily difficult. The fact that from the time of the De Witt Clinton Commission of 1807, to the present, there has been no coördinated idea of the problem as a whole, has resulted in congeries of cities, towns, and villages, each of which grew as was thought best, but with no interest in the common growth. The result is that many opportunities have been forever lost, and it is only in the less populated areas that we can hope by our planning to effect important results without enormous expenditures. Even so, it is important that whatever we do be done advisedly, and so as to work towards a well-directed purpose.

Thinking of the Island of Manhattan as the center of a population of nine million people, it seems evident to those of us who have labored in the vineyard, that the one single feature for which New York is most truly unique is its *water-front*. As time goes on it is important that the charm, the interest, the utility of this great asset be played up and capitalized, not neglected or disfigured as has so often happened in this and other American cities. Here the New York of the future should enjoy its true birthright. Here can be created a most beautiful esplanade designed by great architects in collaboration with engineers, and this done without in any way diminishing its great economic value nor its service as a water-front for one of the world's greatest seaports.

The Plan and Its Application

By GEORGE McANENY, President of the Regional Plan Association, Inc.,
New York City

An Address delivered at the Traveling Annual Meeting of the American Civic Association in Philadelphia, October 22, 1930

THE spirit of the Regional Plan of New York and Its Environs and the spirit which we have sought to foster in the promotion of the Plan never was better expressed than in the resolution adopted by the trustees of the Russell Sage Foundation on February 7, 1921, in making an appropriation for the initial expense foreseen and appointing a committee to provide the public with a plan of New York.

The work of the Committee, it was said, would be deliberate "in the hope that ultimately there can be developed a plan of great beauty, which shall represent in the broadest way all interests in the whole community and which shall realize to the maximum the economic and social values of this great world capital and port."

Planning of a sort there had been in the metropolitan district for more than a hundred years; but those who had envisioned what eight years later was to become a reality, recognized that a comprehensive and enduring plan was not to be expected from frequently changing municipal administrations. So it was that the late Charles D. Norton, who has come to be remembered as the father of the New York Plan, and Frederic A. Delano, Chairman of the Regional Plan Committee, both of whom were associated with the great planning program of Chicago, and both trustees of the Russell Sage Foundation, sought and obtained the financial support and the executive direction necessary to the building of a master plan.

Beginning with a modest appropriation, this foundation, dedicated to the improvement of living conditions, has already expended considerably more than a million dollars on the Regional Plan, and is now devoting some \$30,000 annually to keeping the virtually completed plan up to date. Very early in the work of the Committee it became plain that a practical plan for New York City must at the same time be a regional plan, and its boundaries were widened to cover that area, roughly speaking, within a radius of 50 miles of the City Hall in

Manhattan. It includes Long Island, northern New Jersey, Westchester, Rockland, and Putnam counties and parts of Orange and Dutchess counties in New York State, and Fairfield County in Connecticut. Within this area of 5,528 square miles are 421 separate communities with a total population of 11,497,198. Our forecast, which in the light of the census figures for 1930 would appear to have been conservative, was that by 1965 the population of the region would approximate 21,000,000.

It may be of interest to note here that one consistent policy of the Committee has served most effectually to pave the way for public reception of the completed plan. To make the studies, involving years of research and investigation, the Committee employed a technical staff of recognized ability but supplemented the work of the staff by coöperation with the officials and representatives of industry and the professions throughout the Region, with the result that the Plan came to embody and record the thought and the vision of engineers, artists and architects, public servants and social workers, and far-seeing business men, not only throughout the area affected but wherever those who had caught the vision of planning could be found. Today the work of the New York Regional Plan is reflected in many foreign countries, notably in Canada, England, France, Japan, and China.

More to the point, however, is the fact that officials and others in the Region having had a part in the Plan, it is now more easily fitted into local requirements, and professional sympathy has become the nucleus of popular approval.

The essential feature of the Plan is the spreading out of the population over a wider area, with industries, commercial establishments, and recreational facilities so arranged that the existing congestion in the central parts of the metropolis will diminish or disappear. There is ample room for ten to twenty-one million to live in health and comfort within the Region if the suggested proper distribution is made.

To meet the steady growth of passenger and freight railroad traffic, the Plan begins by laying down a great outer railway belt-line passing around the heart of the Region, through New Jersey, Long Island, Westchester County, and a corner of Connecticut, at an average distance of about 20 miles from the

City Hall. All railroads will be connected with this belt-line, which will be partly new construction and partly along existing railway lines.

Three inner loops are proposed: One will circle the Jersey shore opposite Manhattan; a second will run down the west side of Manhattan to the Battery and up the east side under the Bowery and Third Avenue, practically all the way under ground; a third loop will serve Brooklyn and Queens. These loops will be linked up with the outer belt-line. There will be several great passenger terminals, one at least in each borough of New York City and six in New Jersey.

Commuting traffic is given an almost entirely new rapid transit system, designed, in most cases, to carry the commuter from within walking distance of his home to within walking distance of his occupation. The first step proposed is a loop connecting Manhattan and New Jersey, hooked up on the east with the Long Island Railroad and on the north with the New Haven and the New York, Westchester, and Boston. The commuting lines for the entire region will be operated as a unit. Passengers coming into Manhattan will be distributed by means of a Manhattan loop running through deep tunnels independent of the subway systems.

Like the railway and rapid transit systems, the proposed highway system for the Region is strung upon a loop or series of loops. The principal one of these will run at an average distance of about 12 miles from the New York City Hall. Two extensions of this main, or metropolitan, loop are suggested. One would run around Jamaica Bay to connect with the Rockaway peninsula and with the municipal airport in the Barren Island section of Brooklyn. The other, lying wholly in New Jersey, would connect with Perth Amboy and the Outerbridge Crossing over the Arthur Kill. Supplementing these loops will be inner loops, three east to west crossings and nine north and south routes. Twenty "radial routes," extending outward from the metropolitan loop, will tap Long Island, Westchester County, parts of Connecticut, the upper Hudson, and western and southern New Jersey.

The main routes will be devoted to express traffic and, taken as a whole, will enable through travel to bypass the points of greatest congestion.

Another major proposal is for a chain of parkways and boulevards encircling the entire Region. Thirty-nine major loops are suggested, connecting the important outlying parks and swinging in a great circle around New York City from Long Branch, N. J., to the south shore of Long Island. The proposal includes an almost continuous ring of open spaces encircling the Region.

An important essential in connection with open spaces is the reclamation of the New York waterfronts, which represent, perhaps, more neglect than any other gift of Nature. In New York City alone over 72 out of 191 miles of waterfront are vacant or sparsely built upon. Most of it is used in a manner to detract from the beauty of the metropolis. Part of the factory frontage of over 43 miles is unnecessarily untidy, and stretches of public land occupied by summer tenants are without proper control in the matter of sanitation or appearance. The city owns twenty-four islands with 2,454 acres, which offer splendid opportunity for development as pleasure resorts. Many of the best beaches, as well as rivers and lakes, in the Region, are polluted and should be made agreeably available to the public.

Necessarily, this is but a general outline of the fundamentals of the Plan, but they suggest the possibilities and at the same time the difficulties of coördinating the interests that must be enlisted in this great coöperative effort. Happily, no large grants of public money are required. It is our claim that all that is envisioned may be accomplished by systematic development from year to year at no greater cost, and probably at a lesser total, than is now being expended annually in public works that have no permanency but must be replaced to meet recurring emergencies and involving enormous expense and no complete relief from the long-existing chaos.

Long before the first part of the Regional Plan was revealed to the public, in the spring of 1929, we were well aware that to have a plan was one thing and to make a plan effective, quite another. It was felt that the move in the latter direction must be made by a voluntary citizens' organization. With the high sense of public interest which actuated the trustees of the Russell Sage Foundation to finance the making of the Plan, the Board believed the completed program should be presented as a free-will offering to the public, to be made use of as public

opinion determined, uninfluenced by any feeling that the Plan in any sense belonged to or was dominated by the Foundation.

To this end the Regional Plan Association was organized at a public meeting and became the custodian of the Plan and committed to its promotion through the education of the public to its possibilities for the general welfare and by coöperation with other civic organizations and the city, town, and village authorities responsible for public works.

It is interesting to recall that during the first two years after a master plan had been decided upon thirty-two new planning commissions were established in the Region. Since that time the number has multiplied, and I think it is fair to assume that this has resulted largely from the influence reflected in the mere making of the Plan. Everywhere we have met with coöperation, and it is rather remarkable that up to this time we have not encountered anything that might be construed as hostility to the Plan or its promotion.

At our headquarters at 400 Madison Avenue, Manhattan, we maintain a planning library with a wealth of maps and data concerning the Regional Plan, and the use of these is free to the public. Thus we have attracted to our office many interested ones of whom we might not otherwise have known. We have the benefit, of course, of the advice and statistical data of the original staff of the Regional Plan, and so we are able to be of material assistance both to the authorities and planning organizations in supplying them with what might be called a permanent planning laboratory.

We are of good cheer. We look forward with every confidence because of the encouragement already received. News of what is being done so splendidly in Philadelphia, Chicago, Los Angeles, and numerous other cities throughout the country is eagerly received by our staff and is always inspiring. On our part we are sending forth the glad tidings of planning progress through the medium of the *Regional Plan News*, a monthly publication issued by ourselves and which keeps the members of the Association and our sister organizations elsewhere informed of what we have done, what we are doing, and what we hope to do.

The Transportation Groundwork of the Plan

By HAROLD M. LEWIS, Engineer, Regional Plan of New York
and Its Environs

A synopsis presented to the Regional Planning Committee of the American Civic Association on April 18, 1931

Transportation Is Basic. Adequate transportation is essential for metropolitan growth. Large cities first started where natural transportation facilities were available; that is, waterways. The spacious deep-water harbor of the Port of New York and its location upon the navigable Hudson River, a most orderly and beautiful river, made the growth of a large community at that site inevitable.

As this growth progressed it was accelerated by the addition of artificial transportation lines; that is, highways and railways. The complicated geography and topography have had an important effect upon the design of the rail and highway systems. The region contains a great variety of terrain, ranging from thousands of acres of tidal flats to wooded ridges 1,600 feet in height.

Scope of Regional Proposals for Communications. The features of communication facilities included in the Regional Plan are:

1. Rail system.
2. Highway system.
3. The terminal facilities for connecting main railroads and waterways with the local distributing system.
4. A coördination of terminal and transportation systems.

Regional Rail Systems. The trunk-line railroad system proposed for the region includes an outer loop, much of which lies outside of the main metropolitan loop, and three inner loops. In addition there are a series of connecting and water-front lines to serve existing and proposed port and industrial areas. The plan includes a system of thirteen proposed union passenger terminals, which would provide a new terminal for each borough in New York City and a series of six terminals in metropolitan New Jersey.

A suburban rapid-transit system would mostly utilize existing railroad rights-of-way, but includes a new deep-level distributing system in the central area to be utilized jointly by New Jersey, Westchester, and Long Island trains. A proposed

first step includes thirty route miles of such a distributing system to be connected to existing railroads at the edges of congested centers.

Regional Highway Systems. The metropolitan loop highway is the key to the regional highway system. It crosses the Hudson River on the Hudson River Bridge now approaching completion, and by a projected Narrows Tunnel between Brooklyn and Staten Island. The system is designed to minimize movement of traffic within the central business areas by providing as direct access as possible for traffic destined there and by encouraging all through traffic to use proposed by-passes. In addition to the comprehensive scheme of general traffic routes, a large proportion of which follows existing rights-of-way, two supplementary highway systems are proposed. The most extensive of these is a region-wide system of boulevard and parkway routes patterned after the Westchester County system established by the County Park Commission. Another most important, but less extensive, system calls for a series of express highway routes. Many of these are either under construction or officially proposed.

Docking Facilities. An efficient port must be maintained if the prosperity of the region is to be continued. The excellent natural system of waterways calls for only minor changes in steamship channels. The main port will probably remain centered in the lower Hudson River and Upper Bay. There is still ample room within this area for the construction of new 1,000-foot piers if the essential transportation routes are provided to make the available sites accessible. Important secondary ports will develop in the Newark Bay and Jamaica Bay sections. These should utilize quay-wall developments instead of the finger docks so firmly established in the older parts of the port. Much of the present developed water-front is inefficiently used. More efficient docks are needed as much as more extensive docking facilities.

Freight Terminals and Distribution. It does not seem practicable for the New Jersey railroads to deliver standard freight cars to Manhattan by direct rail connections. The following solution is proposed:

1. Create ample facilities in New Jersey for sorting railroad trains.
2. Deliver cars to large terminal warehouses (preferably union

freight stations) which should have rentable storage space in their upper floors to prevent the bringing in to Manhattan of freight not needed there for local consumption.

3. Improve ferry services and approaches and establish convenient trucking routes between the terminal warehouses and shippers and consumers.

4. Develop the container system to facilitate the transfer of freight from the railway vehicle to the street vehicle and vice versa.

5. Develop the store-door delivery system by creating an independent company owned on some coöperative basis jointly by the carriers and chief shippers.

Passenger Terminals. The development of new passenger sub-terminals will accelerate the creation of important new business sub-centers. Studies have been made for the development of such centers in the Mott Haven section in the Bronx and the Queensboro Plaza section of Queens. The air-rights should be developed above the 60th Street yards on the west side of Manhattan, and the establishment at that point of a large new passenger terminal is suggested. Better rail-links between suburban points will do much to remove the pressure from the overloading of the present terminals.

Terminal garages in the central business area are essential to supplement needed parking restrictions. Street plans in undeveloped areas should provide more space for curb-side parking. The solution of the parking problem lies in a combination of police regulation, public education, and the better planning of street systems in undeveloped areas.

Airports. Land should be set aside for a comprehensive system of airports, designed to accommodate the present type of airplane. If future developments in types of airplanes should make smaller fields possible, the areas required for airports will be urgently needed for other types of public or semi-public open space. Landing-fields to serve the Borough of Manhattan must be provided near enough to be readily accessible. The most available sites for this purpose are the Hackensack Meadows, Juniper Valley in the Borough of Queens, and Governor's Island.

Principle of Street Expansion. The primary principle in the development of the street plan should be the adjustment of building uses and densities to established street areas. Where there is congestion of both building and traffic, some experienced

palliative measures are necessary; proposals which involve the creation in such areas of opportunities for larger buildings, which may bring added or new forms of congestion, should be discouraged. A two-level system of streets should be developed only: (1) to remedy conditions where no other solution is possible; (2) to secure separation of grades at street intersections or the intersections of railroads and highways; or (3) along water-fronts where topography and the combination of commercial and other uses make it desirable.

Many miles of new streets can be provided on the outskirts of the city in the form of boulevards and parkways for the cost of one mile of a new street in the main business center. The ample provisions of such outer routes will minimize the need for the more costly type.

It is at street intersections that the capacity of a highway is limited. Where a separation of grades may be impracticable, it is better to spend money on the open space at the points of convergence than to widen the street between such points. In densely built-up areas additional roadway space can often be economically obtained by the use of sidewalk arcades.

Division of Traffic. Traffic normally is not divisible into foot, vehicular, and rail traffic. However logical this division may seem to be in theory, the proper division is:

- (a) Foot passengers and slow-moving vehicular traffic.
- (b) Fast-moving vehicular traffic.
- (c) Rail traffic.

The last of these should be underground and trolleys replaced with busses in central areas. The present street surface should be retained for the first group, and the fast-moving vehicular traffic should use a new level, either above the present level or between it and the rail traffic.

Conclusion. On the framework of the regional systems of communications referred to above, each of which has been co-ordinated with all the others, the details of the Graphic Plan of the New York Region were built. Principles have been established to guide the vertical growth to take place on this basic map.

Some High Lights in the Plan

By THOMAS ADAMS, Consultant, Regional Plan of New York
and Its Environs

A statement presented to the Regional Planning Committee of the American Civic Association, New York, April 18, 1931

IN discussing the controversial proposals in the Regional Plan, we should consider whether they are sound rather than whether they are expedient, and whether they are likely to be practical rather than whether they are in accordance with modern practice and law.

Mr. Harold Lewis has indicated the basic elements of transportation and the scope of our proposals for communications. It is desirable to anticipate a summary of suggestions by saying:

First, the governing factor in regard to density of building is locomotion, including transport by rail, free-wheel vehicles, or feet. The degree of concentration that can finally be attained is that degree which can be economically served and conveniently maintained by means of communication.

Second, the conception of traffic being divisible into foot, vehicular, and rail traffic is fallacious. We conceive traffic as being distributable in the manner set forth by Mr. Lewis, and that any plans prepared should have in view the maintenance of the interchangeability of slow-moving traffic and pedestrians.

Third, we have not discovered any reason to object to high buildings, so long as sufficient ground and overground space can be secured to maintain a reasonable degree of light and air. High buildings are advantageous. Indeed, under normal conditions, high towers may prove to be one of the best means to keep down excessive density and darkness in the lower planes of buildings.

SUMMARY OF SUGGESTIONS

Ratio of Buildings to Land and Zoning. As far as possible, minimum restrictions governing the proportion of the gross land area that may be built upon should be as follows:

Built upon	40 per cent
Unbuilt upon	60 per cent

This amount of open space should apply to all areas as a minimum, the difference between them being in how the open space is used and not in its percentage.

Zoning should be developed constructively. Cities should be divided into central areas, sub-central areas, intermediate areas, and suburban areas. A practical ideal should be developed for the suburban areas as the basis for zoning intermediate and central areas. In the suburban areas, the area of occupancy per lot should be limited to 60 per cent. With a normal allotment of street and park space, this would give 40 per cent as the maximum coverage of land with building.

Change of use from residential to business should not in itself be a reason for increasing density.

When essentials only are considered, apartment buildings should have the same light, direct ventilation, and space for movement as a single family residence.

No part of a building used for residence should be more than two rooms deep, with reasonable allowance for projections.

All loft, department store, and office buildings should be required to have rear access from lanes, or equivalent open space for loading and unloading.

Height and cubage restrictions in different areas should be as follows:

(a) *Suburban Areas*

Height of residential buildings should not exceed half the width of the clear open space in front and rear.

Height of business buildings should be one times the width of the open space. Further height should be limited to secure a 45-degree angle of light, except that towers should be permitted on 20 per cent of the lot, subject to being not less than 25 feet from any lot-line. The maximum cubage should be 67 cubic feet for each square foot of lot, including the tower.

(b) *Intermediate Areas*

Subject to a maximum coverage of 60 per cent of lot for residence, height should be limited to secure a 45-degree angle of light.

Business buildings, with 70 per cent coverage on the lot, should be restricted in height to 60 feet to the first setback of

25 feet, above which an additional 80 feet would be permitted. Above the total height of 140 feet, towers should be permitted on 20 per cent. The maximum cubage should be 85 cubic feet per square foot of total lot, inclusive of towers.

(c) *Central Areas (Objectives)*

The aim should be to prevent any increase of area of occupancy above 65 per cent for residential use, or 75 per cent for business use. Where it is above this, the condition has to be accepted as a necessary evil.

The height-limit should be determined in two categories. In the areas where it is now two and two and one-half times, nothing can be done beyond minor amendments of the law to secure more setbacks. In the other areas, which represent 95.5 per cent of the area of the city of New York, height should be subject to the following restrictions:

The height-limit of all buildings should be reduced to 60 feet up to the first setback, that is, to one times the width of the street on 60-foot streets. Above 60 feet in height, apartment and business buildings should be set back 25 feet on front and rear, after which they should be permitted to rise an additional 80 feet in height (total, 140 feet). Apartment buildings should not be more than two rooms deep with reasonable allowance for projections, and have setbacks based on obtaining a ratio, above the setback, of 1 foot horizontally for 2 feet vertically.

Above 140 feet, towers should be permitted to be erected to any height on any area not to exceed 20 per cent of the total lot, with a setback of 25 feet on front and rear lot-lines and 10 feet on side lot-lines.

In considering restriction of height, we have to remember that the equivalent prism height of existing buildings below Fulton Street is only 8.4 stories, with an average cubage about 100 cubic feet per square foot of lot.

Housing. The new proposals in the Regional Plan are that cities should acquire land for housing purposes, plan the sites, develop the land with necessary local improvements, and sell or lease the lots to individuals or private builders retained by prospective occupants. The purpose would be to control land-subdivision to the extent of preventing unwise speculation as well as of securing that improvements will be constructed in

advance of building, that there will be sufficiency of open space, that the planning and zoning will go together, and that persons who can use building loan associations can obtain secure conditions to satisfy such associations.

In approaching the question of decentralization, we have opposed haphazard decentralization as being no better than haphazard centralization. What is wanted is the recentralization of cities in new communities and neighborhoods. The last twenty years have shown the folly of spreading population without spreading industry. To encourage the spreading of industry, cities require to change their policies in regard to centralizing transit facilities. Also more needs to be done to organize new terminal centers of railroads in suburban areas, and more extensive zoning should be introduced over undeveloped land.

Street Plan. Recognizing the need for increased adequacy of streets, we suggest that, in the main, the street system of a city should be on the ground-level, and that the purpose of separation of grades should be not to create a new level for traffic but to facilitate movement on the existing level. We suggest that the main use of the existing level is for traffic connected with the functions of the area served by the streets and highways. This means local interchangeability for traffic and pedestrian movement in the highest degree.

Where the streets are used for through traffic, this should be provided by separate rights-of-way, where practicable, or be secondary to the local traffic. More highways need to be provided for through traffic, in the form of low-level streets in the central areas and parkways in the outlying areas. We suggest that the two-level streets in the central areas should be obtained by sunken roads where practicable, together with elevated marginal ways on water-fronts.

We thoroughly endorse arcading as the best method of widening where there are valuable existing buildings, and limited street capacity to serve these buildings. We do not approve diagonals, elevation of sidewalks, or elevation of highways as wholesale measures.

We have come to the conclusion that neither in regard to density of building nor congestion of traffic is there any ideal solution possible, except by rebuilding the entire city, but there is room for tremendous improvement.

Fourth Traveling Annual Meeting of the American Civic Association

By THURA TRUAX HIRES

Secretary Municipal Art Committee, Civic Club of Philadelphia

THE American Civic Association held its Fourth Traveling Annual Meeting in the Tri-State Region (with Philadelphia as its headquarters) October 19 to 22, 1930. The meeting opened with a roll-call dinner at the Bellevue on Sunday evening.

Monday morning the delegation left the hotel in omnibuses and was taken out the Parkway through Fairmount Park and the Chestnut Hill district to Valley Forge, crossing the river at Norristown, and from Bridgeport taking the Chester Valley route through King of Prussia to Valley Forge.

After a short stop at the Chapel and a tour of the park, the party proceeded by way of Washington's Headquarters and West Chester to Wilmington. The trip was through the beautiful Chadd's Ford section where the possibilities for beautiful parkways were pointed out by Colonel Wetherill.

At Wilmington the party lunched with local civic leaders. Mr. Haynes of the Wilmington Park Commission, Colonel Wetherill, Mr. Townsend, and others spoke on the work being done in the Delaware section of the Tri-State Region, and the tour of the Wilmington parks after luncheon showed that the Wilmington speakers had been very modest in telling of their parks. Both here and in New Jersey, the progress made speaks eloquently of how Philadelphia has lagged.

Returning to Philadelphia by the river road through Essington, we passed the proposed airport. All through this section much land needs reclaiming, as the flats between Essington and the Wilmington Pike are very low and often completely covered with water. This land is too valuable to be idle. The plant of the Baldwin Locomotive Works was favorably commented upon by architectural authorities. But it did seem that on most of the trip through the Philadelphia district we displayed our horrors and not our beauties.

At the Art Alliance, the visitors were hospitably received, given tea, and shown the Rembrandts. The house is a charming mansion which was once the home of the Wetherill family.

The evening dinner brought forth interesting talks on "City Planning and Architectural Treatment of Business Streets" by Walter H. Thomas and William Pope Barney of Philadelphia. Dr. McFarland described the early days of the American Civic Association and traced the progress of American communities during the past quarter of a century. He recalled the fights which the Association had conducted to preserve Niagara Falls, to establish the National Park Service, to create the National Capital Park and Planning Commission, and generally to protect the National Parks from commercial exploitation and ensure the planned development of the Federal City. He referred to the long series of efforts to save the roadsides of America for the use and enjoyment of the people, and sounded a note of high courage for future accomplishment. Mr. Keller, of the Pennsylvania State Highway Department, gave a very illuminating talk on what the Department is doing to beautify the highways by roadside planting. This is a very worth-while project that should be given every possible assistance by the civic organizations of the State. He spoke of the billboard nuisance and what the State is doing to try to control it. The State is planting evergreens, eventually to take the place of fences as snow-breaks. Vines, shrubs, and plants are being planted along embankments. They ask us if we are in favor of this work to say so, so that they may know we approve of the use of some of the State funds in this way.

Tuesday morning the meeting began at the offices of the Regional Planning Federation, when Colonel Wetherill reviewed the work done by the Federation from the time of its first beginnings to the present. Then Mr. Connell spoke of the working out of the plan now that it is being developed, and the maps of the regions were shown and explained.

Then we drove across the Delaware Bridge to the Walt Whitman Hotel in Camden where we were entertained at lunch. Hon. Joseph F. Wallworth spoke of the Camden County Park System, explaining what had been done by Camden County in reclaiming and beautifying Cooper River Parkway. His word-picture, vivid though it was, of the difficulties met with and overcome was as nothing, when later we viewed the results of the planning of this group.

In 1913 the Haddonfield Civic Association acquired a piece

of land with a lake and a stream for \$18,000. When the Association organized, in 1926, this land was appraised at \$300,000. This property is now a part of the Cooper Parkway, having been given to the County Park Commissioners by Haddonfield. The officials hope to complete the Cooper Parkway within two years and then develop Timber Creek. This area contains 588 acres. We saw recreation grounds, ball-parks, tennis-courts, beautifully planted creek-banks where less than twelve months ago were swamps filled with unsightly refuse. The City Athletic Club is ready to break ground on Wilson Boulevard, just outside Camden, for its \$1,500,000 club-house. It is estimated that 700,000 people pass over this boulevard in business hours. Passing Central Airport we were told that 6,700 passengers used it during the month of September. Signs of activity were all about, ships landing and taking off continually. The field is 400 feet in diameter.

As we came to the outskirts of Haddonfield we drove through the area given by this civic body to the park system and were told that one part of this park had been acquired by a small civic group in 1905, the bulk of it being added about 1910. The tract contains 107 acres, Evans Lake, covering 38 acres, being a part of it. Following the King's Highway through Haddonfield, we circled through the town and out to Marlton Pike, the direct road to the seashore, which has just been taken over by New Jersey. The highway is to be widened to 60 feet and a concrete road laid.

Senator Wallworth and Mr. Remington, who accompanied us from Camden until we finished the tour of the Egg Harbor Parkway, told us it is planned to have the Cooper River Parkway extend 800 to 1,000 feet from the center of the channel on each side of the river. The Egg River Parkway, which extends toward Berlin, traverses a wooded section containing scrub pine, holly, laurel, swamp magnolias, and many small trees. Tennis-courts and play-grounds have been laid out and picnic-groves developed. Wide drives are being built, and again we saw signs of progress Pennsylvania might well copy. More favorable comments were heard from visitors regarding the work in New Jersey than about that of any other sections visited.

Stopping at Moorestown for tea at the Community House was a happy break in the long bus trip. Mrs. D'Olier kindly

told about the Community House and the purpose for which it is being used. Though a public building, it has the feeling of a home, and is so used, the townspeople dropping in to sit in the evenings, reading or talking, while each day has its quota of organization meetings.

Leaving Moorestown, we drove through Burlington, Bordentown and the outskirts of Trenton to the new highway leading to New York, and followed this until we turned off at Princeton Junction toward the spires of Princeton, very stately against the gray skies. We spent the night at the charming Princeton Inn. The dinner was held in a most picturesque room, and there we heard from Prof. H. W. Dodds, Ellwood B. Chapman, Samuel Smedley, John W. Herring, and Mrs. Henry J. Sherman concerning the enthusiastic public movements for regional park and forest reservations and preservation of creek valleys. Dean J. Duncan Spaeth described plans for developing a commercial area in Princeton adjacent to the university in a manner to harmonize with the campus. Bernard J. Newman presented a most stimulating paper on housing problems in the Tri-State Region.

The following morning we visited the Chapel at Princeton and had time to walk about the campus, where no cars are allowed. The boys use bicycles. We then drove toward Pennington over the road proposed as a belt-line between Princeton and Washington's Crossing. The countryside here is beautiful in its rolling contour, quite different from the flats of Camden County. From Washington's Crossing we continued down the New Jersey shore to Trenton. Across the river we could see where the proposed parkway will run along the Delaware from Yardley to Easton. The river road is very beautiful, high, wooded hills and rocky cliffs on one side while the Easton canal lies between the road and the river.

At Trenton there was time for a visit to the Revolutionary Barracks. Just southeast of the barracks, and facing the river, is being built a memorial to the soldiers of the Revolutionary, the Civil, and World Wars. At luncheon we were honored with the presence of Mayor Donnelly who has had charge of the city's destiny for twenty years. He told of the work in the region and how Trenton had coöperated with the Philadelphia regional planners. He called attention to Trenton's seventeen parks and

playgrounds. On behalf of the city he presented the key of the city to Mr. Delano, President of the American Civic Association.

After luncheon we drove to the Municipal Dock where we boarded the *John Wanamaker* for the trip down the river to Philadelphia. Here again we were to see high banks on the Jersey side while the Pennsylvania shore is much lower. It was a delightful trip and very restful after the two days in buses. Beyond Roebling we came to Bristol, and there we passed an interesting residential district containing many fine examples of early Colonial houses with lawns sloping down to the river brink. Across the river and a bit south is Burlington, the two towns being among the oldest in the States. Here we could see the progress being made on the new drawbridge connecting these towns. Just below Torresdale we passed the Municipal Beach. This is crowded in the summer months and indicates the need for an additional beach.

The river was very low, so the trip was made quite slowly, but tea was waiting at the Women's City Club where we were invited to inspect the interesting house.

The meeting ended with a banquet. Mr. Delano presided and called attention to the many interesting projects he had seen under way and the charming hospitality extended all along the way. Colonel Wetherill spoke on the Regional Plan and said that his group had in the early days leaned very heavily on Mr. Delano's group in New York. Colonel Grant, Executive Officer of the National Capital Park and Planning Commission, spoke on the preparation of the plan for the Region of the Nation's Capital. He described Rock Creek Park and its natural beauties, the development of the Mall and the public buildings now being erected. At one time Colonel Grant showed the railroad tracks which had encroached on the Mall and told how Mr. Cassatt arranged for the necessary improvements after being shown what a detriment the then existing arrangement was to the city.

Mr. George McAneny's address is presented in this section of the Annual. He felicitated the Philadelphia Region on the work of the Tri-State Federation in having made a start while it was still possible to secure open spaces for parks and parkways.

IN THE STATES

RESERVATIONS

The Year in State Parks

By HERBERT EVISON, Executive Secretary, National Conference
on State Parks

LAST year, at the annual meeting of the National Conference on State Parks in North Carolina, Major William A. Welch, of the Palisades Interstate Park, gave a talk on the thought-provoking subject, "Where Shall the Boundaries Be?" That talk was an expression of the growing understanding of such facts as these: That State Parks—National Parks, too—involve a compromise between preservation and use; and that inadequacy of area and failure to safeguard the surroundings of those scenic gems, which are usually the primary reason for the establishment of a State Park, is almost certain, sooner or later, through various kinds of use, to result in the serious depreciation or the destruction of those essential scenic values.

State Park folk generally are coming to realize that niggardliness in establishing the boundaries of our State Parks ranks as one of the most serious mistakes; and that no natural park which is to be put to any use at all—and they have no excuse for existence if they are not to be used—can be considered complete unless it contains such provisions for intended use as will protect its scenery from destruction. This conclusion has to battle with the deep-seated notion that only lands of considerable scenic value should be included in a State Park; it insists that it is very often wise to acquire lands that are entirely commonplace. It isn't necessary to have a highly beautiful location in which to park your car or to picnic or to camp; forest areas especially have been cheapened and despoiled in a discouragingly large number of cases by uses of just that sort. Park administrations are not always to blame for such conditions; the trouble more often goes back to the agencies which supply purchase funds; often, too, it is due to the fact that other conditions make piecemeal acquisition the only way to get anywhere.

It is encouraging to note that park authorities are giving increasing thought to protection of park surroundings; also to the establishment of approach roads that shall be in keeping with the character of the parks themselves. The former problem

is being met to some extent simply by extension of the park boundaries; in a few cases the scenic easement idea advocated by Frederick Law Olmsted has already been put into practice, though the use of this method is still very limited. It bids fair to spread.

There is still a great diversity in administrative organization among the three dozen State Park States, but a growing appreciation of the necessity of divorcing such organization from political control. Two contrasting types of organization seem at the moment to be in the ascendent: The conservation department type, in which State Parks are one of a group of divisions, headed by a director who is the appointee of an unpaid board, usually "staggered" as to periods of service; the other is the New York type, which centers budget-control under a conservation commissioner appointed by the Governor, but which leaves major administrative control to unpaid regional boards, also of the "staggered" type. Such a set-up was the objective sought in Pennsylvania during the 1931 Legislature; it was also suggested to but not favored by the interim Legislative Committee established a year ago in Massachusetts, the members of which did recommend the establishment of a division of parks in the Conservation Department, but declined to disturb or centralize in any degree the local boards which now administer the Bay State's park reservations.

A question that is particularly live in New York and Ohio is the place of historic parks in the park picture. In New York, the American Scenic and Historic Preservation Society has gradually been losing control of the State-Park sites under its care. These have either been assigned to special commissions or turned over to the various regional commissions. These parks no longer form a special and distinct group, though the State Council of Parks has recommended that they be turned over to the State Department of Education. In Ohio a score or more such holdings, predominantly archæological, are in the keeping of the Ohio Archæological and Historical Society, one of three agencies which control State Park holdings in that State.

Colonel Lieber, who heads the Indiana Department of Conservation, maintains that a park administrator worthy the name must be historically minded; that he recognizes historical and archæological features as values to be found in almost any

public holding; and that those values should be accorded their proper place and their proper relation to all others. No finer exemplification of that viewpoint is to be found than his own Spring Mill State Park undertaking, which so sympathetically realizes the recreational, the scenic, and the historic values of that exceptional Hoosier possession.

What has been happening in the States has already been indicated in a few cases. Pennsylvanians have organized to bring their State's park activities up on a par with her forest and game; just what the results of their first effort are to be is still unknown. New Jersey has had presented to it a broad program of land-acquisition, formulated by C. P. Wilber, the State Forester, a program which, besides providing for much more extensive State Forest areas, looks to the acquisition of a large acreage of parks, to include several samples of her coastline, long urged on the State without success. Virginia has still to obtain her first State Park, but the day of its creation is probably not far off, and she has established the administrative machinery for it.

Alabama, through former Governor Bibb Graves, entered the park group of States with her first park last October, and the virus appears to be gaining strength down there. Oklahomans made a strenuous effort to get their State going during the legislative session just ended; it failed, but they aren't downhearted. They'll try again. Ohio obtained some measure of coördination of its park activities by establishing a State Park Commission, according to a report just received. The salient event of recent Illinois park history is described elsewhere in this section. Iowa has just received legislative authority to make a State-wide survey and to formulate a twenty-five-year land-program. California is steadily and carefully going ahead with the acquisition program contemplated by the passage of the park bond issue in 1928 and recommended in Mr. Olmsted's splendid survey report.

These but suggest some of the more interesting happenings in this growing field. Perhaps the happiest event of the past twelve months was the splendid ending of the long controversy over Cumberland Falls, Kentucky, which, thanks to the generosity of the du Pont family, brought this magnificent feature of Kentucky's scenery into State possession.

What Is a State Park?

By ALBERT M. TURNER, Field Secretary, Connecticut State Park and Forest Commission

THE question is not mine; I'm only expected to answer it. But Connecticut Yankees in the witness-box are almost a total loss. Their fixed idea of the best way to answer a question is to ask another; it's just one of their Steady Habits, and should, therefore, be expected of them. But it's always annoying to attorneys, and perhaps unsuited to the witness-box.

Writing for publication or "talking through his hat" on the air, the Yankee is also at a great disadvantage; his customary opening is virtually ineffective.

But that makes no real difference, he must ask that question before he can "get into gear," if you get what I mean.

So I must begin by asking "In which world shall we discuss the matter?" For we all live in two worlds: the world of Thoughts and the world of Things. And the only link between these two worlds, I sadly fear, is Philology. A miserable word, and a frail link, but we have no other.

Now, though living in two worlds, we are still unable to serve two masters; hence we divide into two more or less hostile camps, practical people and dreamers.

Each camp has developed a keen sense of its own importance, which has led to a long series of bitter discussions, ending only in swamps of philology.

But there is forever fixed between these two worlds a certain misty middle ground, the realm of pictures. For a picture is between a thought and a thing.

So I would say that a State Park was at first a picture in our minds, and sometimes, being in so many minds, it has seemed almost hopelessly blurred and fogged. But that is true of any composite picture, which somehow saves its own soul by losing it.

Many dreamers have worked on this picture, and, more recently, some practical people, who, as a rule, have less patience with foginess.

The details worked in by practical people may be in strikingly brilliant colors, and clear as crystal, but they are likely to be hard and edgy, with the foreground plastered with dollar signs.

If this is too mystical, we will start all over again in the world of Things. The State Park, I say, is not yet a Thing, but it is in great danger of becoming so.

For surely we can all agree that it is alive and growing; that is to say, in the process of becoming.

And the question that begins to stare us in the face is not so much what it is as what it is going to become; manifestly only a dreamer's question, and disturbing only to a dreamer.

For Abraham Lincoln's common people are beginning to find the State Park, and as time goes on they will mould it or destroy it according to their heart's desire, not necessarily as we may have planned. And all too often what they love they (like the gods) destroy.

I do not mean they will destroy it by trampling on it, or picking the flowers, or digging up the shrubs; not even by cutting down the trees or setting it afire; for all these things have been done and will surely be done again by our determined lovers of Nature.

And Nature still smiles, and sometime her lovers will learn better.

I am thinking rather of the professional beautificationist (his own word, not mine) who goes to work efficiently with compressed air and steam shovels; who designs his "memorials for all time" in steel, concrete, precious stones, and brick.

For, sooner or later, the world of Things faithfully reflects the spirit of its creator.

No magical rules or formulas will ever protect either a man or a State Park from the destructive effect of too much money or, more strictly speaking, a purely monetary scale of values.

People who worship a Golden Calf will set up his image in their high places, and calling such places State Parks will not avail them long to escape the work of such worshipers.

The dreamer sees beauty and value in a great expanse of salt marsh, with its myriad forms of life, its inimitable changes of color with the changing seasons, and its perfect solution of the great problem of living in two worlds. Surely a salt marsh, a middle ground between sea and land, should have a secure place in a picture which is itself between a Thought and a Thing.

But the practical man sees here only waste land, to be filled or flooded or dredged into mud-pies, faced up with the hard

line of a sea-wall, its infinite variety reduced to costly and futile monotony.

The dreamer loses himself in contemplation of a waterfall, big or little; each and every one carries to him its own message of time and change; constancy and mutability; each distinct and different from every other waterfall, but all singing variations of the same song.

Practical people are computing horse-power and available markets; stocks and bonds and dividends; or if it just can't be converted into dollars, then it should have an expensive setting of concrete and iron rails, with the standard bronze tablet on the precise spot where it should not be.

Or it may be a wind-swept mountain top with its mute testimony of the will to live, its gray lichens and frost-bitten shrubs; to which bare summit the dreamer would win only by some unusual exertion of his own muscles, rewarded by a sense of accomplishment; possibly a little out of breath, but no matter.

Before he has even exhausted the new horizons, practical people are hard on his trail, building a motor-way or a cable-road or something Useful. And Profitable. And Destructive.

There is no fear that we shall not have an abundance of State Parks; not perhaps at low cost—the bull market has yet hardly arrived, though we have ample warning of its approach; we'll have plenty of parks at the top price, but we are rapidly passing from the world of Thoughts to the world of Things, and I must conclude, as perhaps a good Yankee should, with a rising inflection, and a big ?.

Can we hope to preserve one State Park as a picture, somewhere between a Thought and a Thing, with the outlines a little soft, melting gently into a blue distance, with a place in it for considerable weather?

Outline of a State Plan for Florida

By JESSIE W. SEYMOUR, Miami, Fla.

IN 1923 the program of the National Federation of Women's Clubs was put into effect in Florida. As State Chairman of the Department of Applied Education I found there were many problems to solve, in attempting to coördinate the various committees that had been struggling with such matters as Conservation, Bird Protection, Highway Improvement, Waterways, Forestry and Parks.

To accomplish something practical and authentic that would stimulate some form of coöperation in all these activities, the Chairmen and Committee members of two departments, *Public Welfare* and *Applied Education*, made a survey of the State, visiting almost every county, and every town of any size. Armed with this information, I spent four months in New York studying the conservation movement and town planning, under the direction of Prof. Patrick Geddes, of Edinburgh, at that time associated with the New School of Social Research, and with whom I had studied in Europe as a member of the Regional Survey Association of Great Britain.

This resulted in an educational outline for a State Plan for Florida which would stimulate observation, personal study, and public discussion of the needs, the characteristics, the advantages and disadvantages of each county and each region.

Later the plan was developed further in connection with the Dixie Highway Road of Remembrance Association, the leading idea centering in a great planned highway down the east coast, across the Tamiami Trail through the Everglades and up the west coast of Florida. This highway was planned to meet the increasing traffic problem, and also for the safety and recreation of motorists, pedestrians, scientists, naturalists, and botanists interested in our subtropical plant-life, and the well-being of the cities, towns, and villages along the way.

This plan was presented to the National Conference on City Planning held at St. Petersburg and West Palm Beach, Fla., in 1926. It received much favorable comment and was one of the first steps toward regional planning in this country. Mr. John Nolen was retained in an advisory capacity. The State

Plan for Florida was published in the *Sociological Review* of London in 1925, and has been widely used in educational work toward better town planning and to demonstrate the need for a preliminary survey.

This year the plan has been developed and adapted to the needs of the Florida Federation of Garden Clubs, its author having been appointed State Chairman of the Beautification Committee, and elected President of the South Florida Garden Club, one of the largest in the State and very favorably mentioned by Dr. David Fairchild in his recent book, "Exploring for Plants."

The following résumé of an outline for a State Plan for Florida has been prepared at the request of the American Civic Association, to assist in civic and educational work for town and regional planning.

England, France, and Ireland are county states. Poets, travelers, artists, writers, always speak of Kent, Surrey, Devonshire; Normandy, Brittany, Provence. All the world knows the lakes of Killarney and County Kerry. Each county has its definite character, individuality and interest. Florida could rival those countries in beauty and attractiveness if public opinion could be aroused, and a special study made of local resources and local needs, submitting this gathered information to the experts for final consideration.

A great responsibility rests upon the citizens of this State to make their work of building cities and developing regions harmonize with the perfection of the climate. There is opportunity in Florida for the creation and development of a gracious, generous, hospitable country life, and the building of garden villages, towns, and cities that shall be built right from start to finish. There is need for research, investigation, education of public opinion and public interest; agriculture, horticulture, country planning, city planning, highway planning, county parks, landscape architecture, are all of the greatest importance in the future development of Florida. They must be under expert direction in a big, State-wide way.

With this end in view it is recommended that the Division of Education, the Division of Illiteracy, the Division of Home Economics, the Division of National Resources, the Division of Forestry, the Division of Bird Protection, the Division of Parks, should work in close coöperation on a county organization basis, making use of the county federations and clubs throughout the State.

The plan is to bring these divisions together in one big program for a five- or ten- or twenty-five-year development, securing all possible information as to education, health, public welfare, recreation, and legislation so far developed for county organization, steadfastly taking one problem at a time until Florida has the best county government,

the best county school system, the best county organization for public welfare, child care and protection, public health, and conservation that can be found anywhere. Begin by stimulating interest in the study of the county, its natural resources, its forests, streams, springs, native trees, tropical trees and shrubs; where, from a regional point of view, highways should be built, city, county and State Parks developed, open spaces conserved. . . .

For personal study and public discussion the following report may be of service.

STATE PLAN FOR FLORIDA

1. STATE PARKS, STATE HIGHWAYS, STATE WATER POWER.

2. REGIONAL PLAN.

(a) Emphasizing regional highways, conserving every natural feature of scenic beauty, or possibility of development by landscape art or town planning. Beaches, canals, submerged lands, water-fronts, rivers, lakes, springs. (Working for coöperation between towns and counties.)

(b) Careful choice of trees and shrubs to give definite individuality and character to each county and region, making the most of small differences in the contour of the land and landscape.

(c) Regional surveys. Industrial surveys. Agriculture. Horticulture. Geology, botany. Regional geography. Regional products. (Coöperation between counties.)

(d) County parks. No one should undertake actual park design without expert skill, cultivated taste, and training in the subject. It is of the utmost importance to Florida to have artists trained in park building and design. There should be a county park commission appointed in each county. Park development must be established under State law and have official sanction.

3. CIRCULATION WITHIN THE REGION: Transportation of passengers and good highway connections—all traveled roads—except those of steam and rails. Steam and electric right-of-way. Recreational opportunities—not local, but big regional parks and reserves.

4. TOWN PLANNING. In every locality a town plan, stimulating interest in making every village and the entire countryside attractive and individual. Interest the county in developing a beautiful approach to each town and village; an artistic and individual planting of each schoolyard and playground; landscape gardening around churches; make the railway station a central point for beautiful planting. Use the rare and beautiful Florida vines.

To accomplish this, means directed effort and an aroused and intelligent public opinion, and careful studies of the possibilities in regional planning—what dangers to avoid, what possibilities to help along. No State in the Union would or could benefit so much from the highest skill in horticulture, landscape architecture, and town planning as would Florida. All this work should be in the nature of a preliminary survey, making sure we know what to do before we do it.

The Illinois Board of Park Advisors in Action

By ROBERT KINGERY, Secretary, Illinois State Board of Park Advisors

EARLY in 1930, Governor L. L. Emmerson revived the Illinois State Board of Park Advisors, which Board had been non-existent for eight years. He appointed five members, who have taken their job seriously and who have inspected every State Park site but one during the year of the Board's active existence.

In taking stock of the State Parks of Illinois, the Board first discovered that although Illinois is third in population among the States, it is twenty-third in park and forest acreage.

In its report to Governor Emmerson, the General Assembly, and Director H. H. Cleaveland, of the State Park Department, the Board of Park Advisors established a State Park Policy as follows:

THE ILLINOIS PARK POLICY

The first requirement of a State Park site is its quality as a recreation area due to its natural beauty, or its unusual scenic or historical interest. And the second requirement is that it be an economic investment, worth to the people of the State whatever sum it may cost.

It may be said that the Illinois Plan for a State Park System includes four objectives:

1. To preserve and mark the most important historic sites and events which are connected with early pioneer or Indian history. It is essential that the history of the explorers, missionaries, and settlers be preserved, not only as a tribute to those who made possible the building of the State of Illinois and of the Union, but as part of the education of future Illinois citizens.

2. To set aside as public reservations those locations which have unusual scenic attractions caused by geologic or topographic formations, such as canyons, gorges, caves, dunes, beaches, moraines, palisades, examples of Illinois prairie, and points of scientific interest to botanists and naturalists. These areas should be large in size, preferably not less than 1,000 acres in extent.

3. To preserve large forested areas and marginal lands along the rivers, small water-courses, and lakes for a recreation use different from that given by the typical city park, and so that these tracts may remain unchanged by civilization, so far as possible, and be kept for future generations. Such areas, also, should be acquired in units of 1,000 acres or more, and may be available as fish and game preserves.

4. To connect these parks with each other by a system of scenic parkways with widths varying from 100 to 1,000 feet, as a supplement to and completion of the State Highway System. Where the present State Highway Routes may serve this purpose, their location, alignment, and design should be studied with this plan in view. At suitable locations along these parkways, pure water-supplies and shelters and comfort facilities of attractive design may be installed for the convenience of the public.

Such a policy will develop a State Park pattern largely along the major water-courses, the Mississippi, Ohio, Wabash, Illinois, Fox, Rock, Des Plaines and other rivers, and on the shore of Lake Michigan. In addition, there are, and will be, a number of special sites where the topography, geology, or unusual historical significance of the place merits its addition to the system, though not on one of the river-courses.

This policy has been agreed to by the Department, is already being followed as a Department policy, and is to be incorporated in an amendment to the State Park law. In the meantime, all proposed park-sites are being measured up against this policy by the Governor, the Director, and the Board.

After an examination of each of the present State Parks, the Board recommended specific attention to planting and reforestation, the layout of drives and parking spaces, the provision of adequate clean water-supplies, shelters, and comfort facilities, the proper restoration of historic walls and buildings, the marking of trails, the addition to and the improvement of entrances and other details which appeared to be necessary. In every park these recommendations are being carried out as rapidly as funds are provided.

It was further recommended that the staff, from the Superintendent of Parks to the custodians and helpers, be built up of men of high standing and experience in State Park work. This recommendation is being carried out by the Director and his assistants.

From so very meager a beginning it is now confidently expected that Illinois will shortly take her place among the leaders in area and perfection of a State Park System.

Spring Mill State Park

By RICHARD LIEBER, Director of Conservation, Indianapolis, Ind.

PERHAPS no park project ever undertaken in this part of the United States offers the wide range of possibilities to reconstruct so perfect a pioneer settlement as is presented at Spring Mill State Park in south-central Indiana.

Here, the Indiana Conservation Department, through extensive study and restoration of structures of a century ago, is rebuilding a village that flourished in a primeval wilderness. Lacking in complete replica only by the absence of rugged, quaintly garbed people who wrested home and industry from pristine fastness, this re-created settlement is symbolic of struggling civilization when Red Men still ruled supreme.

Spring Mill Park is near Mitchell, and contains about 1,000 acres of virgin timber, spotted with numerous caves and underground rivers inhabited by blind fish.

In 1816 the park environs were a small pioneer settlement. Cuthbert and Thomas Bullitt, neighbors of George Washington, built a village and erected a huge three-story stone mill, two fine colonial residences, post-office, cobbler's shop, distillery, tavern, hat-factory, schoolhouse, apothecary shop, nursery, and other small structures. The village nestled in a beautiful valley. Out of surrounding hills which fringe the sky-line, a stream, crystal-pure, rushed with sufficient force to provide motive-power for the big grist-mill and water for the courageous inhabitants. This mill represented the first industry of the region, which one hundred years later won recognition for the manufacture of cement and the mining of so fine a grade of building-stone that it is demanded throughout the whole country.

The history of the Spring Mill area goes back to a period shortly after the War of 1812. Into this wilderness country, in 1814, came Ensign Samuel Jackson, a Canadian, and his wife Hannah. Ensign Jackson had enlisted in the American army and participated in bitter engagements against the British on Lake Erie. He was wounded and invalided. His trip to the promising West was to regain his health, so he erected a cabin and a small log grist-mill in Spring Mill Valley. Later, by special act of Congress, President James Madison rewarded Canadian

subjects who had borne arms against England, and history records that Jackson, along with extra pay, was allotted three quarter sections of land comprising the area he occupied by "squatter rights."

Musty records, searched by the Conservation Department, show that Jackson moved to Pennsylvania in 1817, deeding his Indiana property to Cuthbert and Thomas Bullitt, "merchants of Louisville," and it was the latter who really created this village in the wilderness.

When this park came under control of the Indiana Department of Conservation some three years ago, it included the former possessions of the Bullitts, several hundred acres known as the Donaldson Tract, and an area of about half a section of virgin timber owned by the Lehigh Portland Cement Company. General Harry C. Trexler, Chairman of the Board of Directors of this Company, and a Trustee of the National Conference on State Parks, deeded this land to the Department for \$1, retaining only water-rights for the cement-mill's use.

The Donaldson Tract had been preserved by an eccentric, wealthy Scotchman whose life varied between a hermit-like existence amidst the primeval forests, rocky caverns, and carefully nurtured flower-garden of his beloved Indiana estate, and gay capitals of the struggling young nation.

In this quaint, unique area, replete with history of early days, Indiana has restored a village so like the past that one instantly envisions environment of a century ago when he leaves the modern highway and enters the valley.

The big mill, built of local limestone, could still be saved and has now been completely restored, even to flume and water-wheel, which will be erected this spring. Foundations of the former buildings were located, existing ruins were studied, and out of these have come into existence again structures identical in size and architecture to those in former service. Even the old-fashioned flower-, herb-, and vegetable-garden and the village are reproduced, and the latest addition in this rehabilitation is the primitive street-lighting similar to that of a century past.

Not only is it the plan to re-create this village, but there will be brought to life, albeit without the actual presence of the former inhabitants, the milieu of old. One will hear the whir of

the looms, watch the potter and smith, see children at play in the nursery; the tavern will refresh the traveler, although drinks will be less potent than of yore, and shops will entice the visitor with displays of pottery, coverlets, and baskets in use when the Bullitts and their followers occupied their Spring Mill Valley homes.

The village will house a museum of furniture, wearing apparel, implements, and already more than six carloads of this material—blithesomely called “antiques”—have been donated by people of the countryside. Some of the table service with Washington’s portrait on it, and given by him to the elder Bullitts, has been obtained.

The complete development of Spring Mill will require several years, but in its present stage it provides a place of unusual interest—a lifting of the curtain covering the Past.

When completely restored, Spring Mill will be an early nineteenth century village equipped throughout with pioneer utensils, containing pioneer homes, and seemingly even the identical atmosphere of a century past, showing distinctly the concurrent streams of young, aspiring civilization, namely, the transplanted English-Virginian on the one hand and the rugged, typically American, North Carolinian.

The Trexler Game Preserve

By HARRY D. BAILEY, Muhlenberg College, Allentown, Pa.

WITHIN less than a hundred miles of Philadelphia is located one of the most picturesque and attractive spots in all Pennsylvania. To the inhabitants of Lehigh County this spot is known as the Trexler Game Preserve.

General Harry C. Trexler, of Allentown, was deeply impressed by the beauty and wildness of this region, and being incited by the vigorous protest voiced by Doctor Hornaday of the New York Zoölogical Park, and other scientists, against the destruction of the bison, elk, and other large North American mammals—a destruction that had proceeded so far that actual extinction of these animals seemed imminent—he purchased 4,000 acres of this beautiful country, and dedicated 1,800 acres of it to the preservation of wild plant and animal life.



Granny White House, Spring Mill State Park, Indiana



Restored Grist-mill, Spring Mill State Park, Indiana

Since 1910, when the 13 miles of high wire fence which encloses this area were constructed, elk, deer, buffalo, pheasants, and quail have multiplied undisturbed in the fields and forests of the haven, and a big step was taken toward the preservation of the animals mentioned.

A splendid road connects the Preserve with Allentown, and over this well-known route thousands of tourists annually pass to view the beauty of the almost numberless hills that lie within the enclosure, and to observe deer, elk, and buffalo, those regal members of American mammal life, feeding on the forest slopes of the area.

What ferns and herbs, trees and shrubs, and native wild birds make their home here! I counted twenty-five species of ferns on a single afternoon, and twice that number of wild birds. The yellow ladies' slipper, the rhexia, the cardinal flower and the purple fringed gentian are as common in certain portions of the Park as grasses and weeds. The scarlet tanager and wood thrush, the bluebird and indigo bunting are abundant everywhere. The Preserve is a paradise for everything native and wild; even black snakes, persistent enemies of the destructive moles and shrews of the open areas, maintain residences on the hillsides, undisturbed by the Preserve Keeper who understands their value.

The outstanding feature of the Preserve, next to the high wooded hills and deep ravines, is the herd of grazing buffalo. Over 100 splendid animals, fearless, robust, well-fed, graze contentedly on the hillsides, sometimes approaching the roadways so closely that they can be photographed but a few feet away. Big, hump-backed, shaggy-maned mammals they are, one of the wonders of the Western Hemisphere, formerly roaming over the country to the number of five million strong, and now reduced to a pitiful remnant of 10,000 individuals.

Fortunate you will be if you get a glimpse of the elk the first time you visit the Park. The elk, the largest and most beautiful of all our round-horned deer, is secretive and shy. I once crept up on a group of six graceful fellows browsing on tree-twigs on one of the hills of the Park. The handsome buck, fully antlered, that attended the group must have weighed a thousand pounds. He had horns that spread over 30 inches and presented a truly magnificent appearance.

A brief reference should be made to the white-tailed or Virginia deer of the Park. As happens whenever this animal is given the slightest protection, the sixty individuals originally placed in the Park multiplied to the number of a hundred, and so heartily did they feed on the natural food-supply of the Preserve that a few years ago it was considered wise to lessen their numbers. Several hundreds have been removed from the Park and placed elsewhere.

America's Biggest Park

By HENRY MORGENTHAU, JR., Conservation Commissioner
of the State of New York

ACTION of the New York State Legislature at its recent session in passing a bill which, upon its signing by Governor Franklin D. Roosevelt, added a million and a half acres to Adirondack Park, has called renewed attention to the fact that New York State has within its borders the largest public park in the United States.

The boundary-line which now encircles the Adirondack region, defining all the area within it as a public park, embraces 4,604,000 acres of land and water, including mountain peaks, many thousands of acres of virgin forest, and hundreds of lakes and swift-flowing mountain streams. It takes in a part or all of twelve of the northeastern counties of the State, which have been heretofore designated as "Forest Preserve" counties.

Within this great area the State owns mainly lands that have been purchased for the protection of the virgin forests with which they are clothed and other areas acquired for permanent reforestation. The State's ownership now extends to two million acres within the park line, but other areas are being acquired as the opportunity develops.

All the land owned by the State within the park boundary is Forest Preserve. As such it is forever protected against cutting of timber for any purpose, and it is guarded continually against fire by Forest Rangers employed by the State and by Observers stationed throughout the day in spring, summer, and fall in steel towers on mountain-tops. Another force of State employees carries on a continual battle in these public forests against

parasites and disease that might destroy trees and impair the usefulness or scenic value of this woodland asset.

The purpose of the enlargement of the park area was to include forests of the mountain region whose permanent preservation is desirable for protection of the principal water-sheds of eastern New York and for scenic and recreational uses. Passage of the Park Enlargement Act was a part of a general reforestation program which is the most extensive ever undertaken by any State in the Union. This program calls for the planting to production forests by the State of one million acres of abandoned farmland outside the Adirondack and Catskill Parks in the years up to and including 1944.

The three phases of this work—the acquisition of the land, the production of the young trees to plant on it, and the actual planting of them—are all being carried on by the Conservation Department. The State's forest-tree nurseries will produce fifteen million evergreen transplants for that purpose this year, besides nearly twenty million for the use of counties, municipalities, and private land-owners, but in later years of the fulfilment of the program these nurseries will have to be expanded to produce for the State's planting alone more than one hundred million young trees a year. The methods by which this is to be done have all been worked out and tested by experience. The future working of the program, if the necessary appropriations are granted in line with the declared policy, is a mere matter of orderly expansion.

The Adirondack Park is becoming better known each year, not only to citizens of New York and adjoining States, but to lovers of the outdoors everywhere, as one of the world's greatest natural playgrounds. The number of visitors to it is increasing at an astonishing rate. Registration at public camp-sites maintained by the Department, which may be taken as a partial index, jumped from 55,000 in 1928 to 130,000 in 1929, and to 268,000 in 1930.

The active development by the State of the recreational capacities of the Adirondack region, so that they might be enjoyed by more than the select few of sportsmen and mountain climbers, began ten years ago. A few small camp-sites with lean-tos, or tent locations and fireplaces, were built and became immediately popular. But it was soon realized that it would be

impracticable to prepare and care for small sites in numbers sufficient to meet the demand that would soon develop. Therefore, the Department adopted a policy of creating at various points, selected for their beauty and natural advantages, large camping-grounds with bathing and boating facilities, tent-spaces, outdoor cooking arrangements, automobile parking areas, and other equipment for life in the open under the most pleasing and healthful conditions.

The Department now operates 28 such camp-sites, 25 of them in the Adirondack region and 3 in the Catskills. They have a capacity of 30,000 campers at one time, and cover an intensively developed area of more than 200 acres. Three additional areas are to be developed in the Adirondacks this year. They are supervised by Camp-site Rangers who are trained in life-saving and first-aid measures.

In addition to the public camp-sites, special provision has been made for mountain hikers. Approximately 400 miles of trail are maintained, and new trails are constantly being constructed, some of them by Boy Scouts coöperating with and working under direction of the Rangers, and there are 141 open camps in which weary climbers may rest their limbs for the night.

To the pleasures of motoring, hiking, swimming, and boating amid the scenic wonders and in the invigorating air of the mountains, Adirondack Park visitors also enjoy the delight of fishing in some of the finest game-fish waters in the State and taking trout of many varieties, bass, pike, and pickerel without the annoyance of watching for "posted" signs and without hint of interference so long as they obey the law.

Knowledge is spreading in New York State and elsewhere of the great recreational and scenic resource the State has in the Adirondack Park. The men who guard it are preparing this year to receive and to welcome many thousands more than have ever visited the region before. The State, through the Conservation Department as custodian of the Forest Preserve Parks, invites any and all Americans and Europeans, too, to come and enjoy the advantages of this truly magnificent playground.



Lower Ausable Lake and Mountains in New York's Adirondack Park



Another View in Adirondack Park

Left to right beginning at tree: Basin, Tabletop, Saddleback, Gothics and Sawteeth
from top of pinnacle

REVELATIONS OF FAMOUS HIGHWAYS

The Eastern National Park-to-Park Highway

By REPRESENTATIVE MAURICE H. THATCHER, of Kentucky

UNDER enabling acts of Congress, three great National Parks in our country east of the Mississippi River are in process of creation. The required areas for these National Parks are being purchased by State and private funds. In the future all the required lands and properties will be conveyed to the Federal Government for National Park purposes. Already deeds for a part of the Great Smoky Mountains area have been officially delivered to the Secretary of the Interior.

By the legislation in May, 1926, there was authorized the creation of the Mammoth Cave National Park in Kentucky, the Great Smoky Mountains National Park in North Carolina and Tennessee, and the Shenandoah National Park in Virginia. It was my privilege to be the author of the act providing for the Mammoth Cave National Park, and the earnest advocate of the measure authorizing the creation of the Great Smoky Mountains and Shenandoah National Parks.

The ultimate area of the Mammoth Cave National Park, as provided in the act of creation, is about 70,000 acres, including the world-famous Mammoth Cave and the other great systems of caverns in that region. Much larger areas will be required for the establishment of the other two of these National Parks, as they are mountainous in character, and their essential features, of course, are external. This is not to say that the Mammoth Cave National Park will not have meritorious external features. It possesses such features, and in abundance, but the vast underground world of the Mammoth Cave region offers outstanding elements of appeal, unique, distinctive, and scientific. Nevertheless, the area to be included in this National Park will comprehend very lovely scenery, including the navigable Green and Nolin rivers, provided with a regular steamboat service. The virgin forests, the high hills, and tremendous limestone cliffs along these streams combine to make the terrain strikingly picturesque and most delightful for recreational purposes.

The scenic beauty of the mountains and valleys of the Shenandoah National Park region, lying within 80 miles of the National Capital, and surrounded by spots of historic fame, give to this National Park area an appeal of outstanding interest.

The Great Smoky Mountains, running along the boundary-line of North Carolina and Tennessee, are, in a number of respects, different from any other mountains of our country. They are lofty and rugged, and because of the unusually heavy rainfall they support forest growths of rare extensiveness and beauty.

When these areas are accepted by the National Park Service for administration, when hotels and camps are constructed and maintained, and when roads and trails are provided, the American people will undoubtedly come in great numbers to visit their possessions.

It is very important that proper roadways be provided to connect these three National Parks and certain National Monuments, so that the motoring public may be able to visit in comfort and convenience these regions of beauty and scientific interest and enjoy them as their own.

Today, when "the world is on wheels," unless our National Parks are connected by adequate roadways, the tremendous numbers who travel in automobiles will not have the opportunity of visiting them, or else must visit them in an uncertain and difficult way.

Because of my connection with the eastern National Park legislation and my interest in the entire subject of National Parks, and having in mind the Western National Park-to-Park Highway, I took the liberty, about a year ago, of initiating a movement for an Eastern National Park-to-Park Highway, to connect and to tie together these three prospective parks. It was also my suggestion that this route, to bear the name "The Eastern National Park-to-Park Highway," should extend to Washington, the Nation's Capital, by a loop which would continue south to Richmond, Virginia, and then west, via Appomattox, to connect with the northeast swing of the highway from the Great Smokies to Shenandoah.

Accordingly, I called a conference, held in Washington on April 4, 1931. About a hundred representatives, from the affected States and the District of Columbia and members of the National

Park Service and the United States Bureau of Public Roads, accepted my invitation. I had made a careful study of the subject and had driven over practically all of the route which I ventured to propose to the conference for consideration. Therefore, I was in a general position to know the character of the country which the proposed route would traverse, and the features of scenic and historic interest along the way.

At this conference there was a full discussion, and the proposed route, with certain supplemental features, was accepted. After agreement was reached at the conference, the State Highway Commissions of the States through which the Highway will pass gave their formal approval to the project and pledged coöperation in making it a success.

In traveling over the Eastern National Park-to-Park Highway one may start at any point along the line. From the Mammoth Cave National Park in Kentucky, the route follows established roadways through southern Kentucky via Cumberland Falls State Park, to Corbin; and thence, over the old Wilderness Trail route, via Pineville State Park and Middlesboro, to Cumberland Gap. One may travel into Tennessee via Knoxville and Maryville to the Great Smoky Mountains National Park area. Two exits are provided: one by way of Johnson City, Tennessee, to Bristol and Wytheville, Virginia, and the other eastward via Asheville, Linville and Blowing Rock, North Carolina, to Wytheville. At Wytheville these exits (or entrance roads) unite and continue northeastward, following the Lee Highway via Natural Bridge, Lexington, and Staunton, to New Market, Virginia, and thence into the Shenandoah National Park. From the Shenandoah National Park eastern exits are provided, one via Sperryville to Warrenton, Virginia, and the other via Charlottesville, Gordonsville, Orange, Madison, and Culpeper, to Warrenton. At Warrenton the two roads unite and follow the Lee Highway to Washington. The Eastern National Park-to-Park Highway will thereupon extend south to Fredericksburg, with alternate roadways to Richmond, Virginia—one direct from Fredericksburg over U. S. Route No. 1, and the other via the birthplace of Washington at Wakefield, now a National Monument, the Yorktown National Monument, and Williamsburg. From Richmond the Highway extends south to the battlegrounds of Petersburg, Appomattox, Lynchburg, Na-

tural Bridge, and Lexington, Virginia, and on west over the Midland Trail (U. S. 60), via White Sulphur Springs, Charleston, and Huntington, West Virginia, to Ashland, Kentucky; thence through Morehead, Lexington, and Frankfort, to Louisville; then south via Bardstown—where the Old Kentucky Home is located—and Lincoln's birthplace, near Hodgenville, Kentucky, to the Mammoth Cave National Park.

About 1,950 miles of roadway are involved in this route, nearly all of it under Federal Aid and hard surfaced. The unconstructed links are, for the most part, now under construction. In certain sections of this Highway the roads must be brought up to a better standard for travel. The route throughout must be properly marked, not only indicating mileages, but also pointing out the historic and scenic features along the way. When the whole route is thus improved and marked, it will provide a continuous, adequate, and delightful motorway for the innumerable travelers that will pass over it in the years to come, en route to these National Parks and Monuments, and the important cities, communities, and points of historic and scenic interest which add distinction to the route. The educational and inspirational value of the Highway is beyond estimation.

At the conference of April 4 a permanent organization was effected, known as "The Eastern National Park-to-Park Highway Association." I was honored with its presidency. It will be the purpose of the Association to prepare for the formal opening of these National Parks by cooperating with other bodies, to bring about the roadway markings and other improvements.

This Highway will constitute one of the most important scenic and historic motorways of the entire country, and will enable the people of America, and those from abroad, to see the eastern National Park areas and historic National Monuments, together with the cities and points of commanding interest on the route, under the most favorable conditions.

The National Park Service, its Director, Horace M. Albright, and his efficient staff, have recently issued for distribution, a map of the Eastern National Park-to-Park Highway. The officials of the U. S. Bureau of Public Roads are showing the same spirit of cooperation. The outcome of the venture has been, indeed, eminently successful, and the entire Nation will be the beneficiary.

STATE CAPITOLS

Plan for the Alabama State Capitol Group

By JAMES FREDERICK DAWSON, Brookline, Mass.

AMONG the big things that were conceived in 1930 in the way of civic improvement was the realization of the Honorable Bibb Graves, former Governor of Alabama, that the beautiful State Capitol Building was being strangled by a mass of ugly, dilapidated, small, and cheap buildings, by city streets, and by the fact that there was insufficient room to house the various departments of the State.

It is claimed that when Mr. McKim visited this Capitol Building to select the winning designs for the new wings he said "he had a great affection for this Capitol Building because of its naive charm." Many discriminating visitors have admired the architectural beauty of the building.

Governor Graves was disturbed by the fact that the State departments had to be housed in various near-by cheap frame buildings, and he felt that they should be housed in structures of adequate size and of architectural excellence which would compare and harmonize with that of the present Capitol Building.

Governor Graves invited Olmsted Brothers to advise the Capitol Committee on the solution of this problem, the results of which are indicated by the proposed plan which was later officially approved by the State Capitol Committee, by the State Art Committee, and by various other committees particularly interested in the embellishment of the Capitol surroundings and in the needs of the State departments.

The plan as accepted calls for the acquisition of three city blocks of land fairly well covered with buildings, and the demolition of all the buildings on the acquired land, as well as the buildings which exist on three additional blocks now owned by the State, the elimination of several city streets which surround these various parcels of land, including street-car tracts, and the bringing together of these various parcels of land (eight city blocks in number) into one large unit so designed as to create a broad, open, park-like area which would provide

adequate surroundings and an appropriate setting for a building of such architectural charm.

The plan also called for necessary and proper approaches, for the relocation of the Confederate Memorial Monument to a more dignified and fitting location in the circular plaza. Here it will be an outstanding feature on the main axis and approach to the Capitol.

Besides the creation of the park, with its walks and large trees and lawns around the Capitol Building, the plans provide for the building of several necessary and important buildings to take care of the needs of the different departments of State. The new buildings proposed are as follows:

1. Archives and History Building—to include a memorial for the American Legion in the form of an auditorium.

2. The Hall of Justice—to house the legal department of the State which is now badly crowded in the Capitol Building.

3. Department of Health and Education Building—to include the Highway Department.

4. Agricultural Building.

5. Animal Husbandry and Biological Research Building.

6. The relocation of the first White House of the Confederacy to a more fitting location where it will have a good relation to the Capitol Building.

One of the important features of the plan was the effort to bring the future city and county buildings in closer relation to the State Capitol buildings. It was Governor Graves' idea that if the buildings of the city and county could be brought into closer relation with the buildings of the State, the affairs of these different civic departments would be in the best possible relation to each other, and the architectural effect of these various buildings, properly related and harmoniously grouped, would add much to the architectural beauty of the city.

The plan may seem ambitious but it is nothing more than the State needs and is entitled to, and is no greater than the plan on which the State of Washington is now working, and no more ambitious than the actual achievements of many other States.

The Minnesota State Capitol Grounds and Approaches

By GEORGE H. HERROLD

Managing Director of City Planning, St. Paul, Minn.

THE Capitol of Minnesota was designed by Cass Gilbert. As early as 1903 he presented to the people of St. Paul and the State of Minnesota an idealistic conception of a development of grounds, approaches, and grouping of future buildings, and in 1906 was employed by the city of St. Paul to prepare detail plans. In 1907, the State Legislature passed legislation making possible the purchase of the lands required.

Passing through a period of rigorous economies, very little was done by the State toward these acquirements. The city purchased two half blocks, one of which was given to the State and the other retained by the city, the latter for the purpose of maintaining the Cedar Street view of the Capitol. The State acquired a portion of two blocks, one piece to prevent the erection of an apartment building close to the Capitol and the other to add to the front yard. The capital city of Minnesota is peculiarly situated in a metropolitan area where intense rivalry for supremacy has not been of assistance in procuring legislative appropriations for beautifying or completing the setting of the Capitol.

In 1909, John Nolen, of Cambridge, was employed by the city of St. Paul to prepare a plan for the business district, and he incorporated these Capitol approaches in the City Plan.

In 1920 and 1921, Bennett & Parsons and Herrold prepared a comprehensive plan and zoning ordinance for St. Paul, and in their report say, "the axial approach to the Capitol proposed and designed by Cass Gilbert is included in this plan." In the meantime (1917) the State Historical Building of classic design was built on a location in keeping with the Capitol Plan.

In 1929, the State Legislature appropriated \$1,500,000 for a State office building. Pursuant to this legislation, the Governor appointed a commission of seven members to locate and construct the building. This Commission consisted of a citizen of St. Paul, a Senator from Minneapolis, a Senator from the southern part of the State, a Representative from the northern

part of the State, Chairman of the Commission, and the members of the Governor's Department of Administration and Finance, i.e., the Purchasing Commissioner, the Comptroller, and the Budget Commissioner.

At the first meeting of this Commission the author was present and found five members in favor of constructing a purely utilitarian building in the rear of the Capitol on land owned by the State and a part of the grounds or open space surrounding the Capitol building. The author presented the Cass Gilbert plans—a part of the "Plan of St. Paul," and called attention to the street-widenings, extensions, and other changes predicated on this plan, and the desirability of locating the office building symmetrically and in harmony with the Historical Building to complete the Capitol setting. Aid was solicited from the press, from the St. Paul Association of Commerce, the American Legion, the Minnesota Federation of Women's Clubs, the Minnesota Federation of Architectural and Engineering Societies, local architectural clubs, engineering societies, and civic-minded citizens. A hearing was given these, which later developed into an open forum in the House Chamber of the Capitol. After a year of meetings and acrimonious discussion, the Commission gave up its right to select the site and referred the matter back to the Legislature.

At this point, George F. Lindsay, citizen, lumberman, member of the Architectural League of New York, Honorary Member of the American Institute of Architects, and a member of the St. Paul City Planning Board, was asked by Mayor Gerhard Bundlie to accept the chairmanship of a Capitol Approach Committee. Mr. Lindsay accepted and proceeded to prepare his arguments for the Cass Gilbert suggestions for a definite grouping of buildings. Designs were studied with reference to the mistakes that had been made and beautiful developments that had been achieved in other capitals and municipal civic centers. He asked for the re-employment of Mr. Gilbert jointly by the city and Ramsey County, to restudy his plans of 1907, amplifying them if found desirable to fit into the present-day traffic situation. These designs were prepared and presented by the Capitol Approach Committee to the Governor, Legislature, and Building Commission in 1931.

Mr. Lindsay's personal presentation of the subject of group-



Minnesota State Capitol
Courtesy Kenneth Wright Studio



Proposed Approach to Alabama Capitol

ing of buildings and the proposed specific location of the State Office Building before the Senate and House Committees was a masterpiece, clean-cut and convincing. It resulted in a complete annulment of all political considerations and a vote of 170 to 6 in the Legislature in favor of locating the office building in accordance with the Gilbert grouping.

Minnesota's Capitol Building is one of the architectural gems of the country, as is also the Historical Society Building, so ably designed by Clarence Johnston, who has now been retained to design this new office building, which will stand diametrically opposite the Historical Building, 1,000 feet from it, and be symmetrical with the axis of the Capitol Building. The Historical Building lies to the southeast; the new office building will lie to the southwest. The axis is on the meridian, while the business district lies to the southeast. The Capitol sits on an eminence facing south. The main floor of the building is 106 feet above the plateau business district of the city. The location of the office building recognizes the principle of an unimpaired open space on all four sides of a monumental classic building as is the Minnesota State Capitol. It fixes the axis of the Capitol and makes possible the completion of the circus to be followed later with the completion of the Memorial Esplanade on the axis and some 1,800 feet in length, and a monument to the soldiers and sailors of all wars. Following this, through the years this esplanade or mall would be continued southward along Main Avenue step by step, and finally across the Mississippi River on a new and pretentious bridge and then on southward on Smith Avenue, which is exactly on the axis to another promontory 2.7 miles in distance from the Capitol on which will be erected a memorial to the pioneers of Minnesota. At this memorial site will center the Jefferson Highway, State Trunk Highway No. 1, and other lesser highways.

The State of Minnesota and the city of St. Paul have before them a fifty-year plan.

Quoting from Mr. Lindsay's argument: "If one builds for the future, one may build extravagantly and unwisely, but if one plans for the future and builds only that which is necessary or desirable at the present time, he will provide for posterity and add not only to his own pleasure, but to the value of the property and of the community in which he lives."

Scenic Setting of Kentucky Capitol Threatened

By TOM WALLACE, Editor *The Louisville Times*

KENTUCKY conservationists, hardly rested from their long and finally successful effort to save Cumberland Falls from desecration by a power plant, view with sympathy, and with more or less hope, efforts of the Garden Club of Frankfort, which gallantly has raised a flag in opposition to progressive ruin of certain timbered hills which frame Kentucky's capital in greenery.

The Frankfort Garden Club's fight was inaugurated after years of occasional outcries from a few unorganized objectors to extensive stone-quarrying destructive of the chief beauty of the surroundings of the new State Capitol, had proved unavailing. That the Frankfort Rotary Club has endorsed the Garden Club's effort reflects the first impression on Frankfort business men.

On several narrow but long rivers, notably Kentucky, Cumberland, and Big Sandy, Kentucky has sundry river-level cities which share a common heritage of superb environment in the form of cliffs or abrupt hills fully clothed with forest, and in some instances so close to the center of the town that the dogwood blossoms very nearly hang over housetops. This heritage, seemingly, is doomed to complete ruin, in most cases, because of popular failure to set the right value upon it. But there has been for a century widespread appreciation of the hills overlooking Frankfort, and giving it, to a certain extent, aspects of the mountain towns on the upper reaches of Kentucky River, although the State capital is only 50 miles or so from the mouth of the stream, at Carrollton.

Kentucky River runs partly through deep, narrow canyons, but here and there the valley broadens. The site of Frankfort is a valley a mile wide, level except at the south, where the new Capitol stands on a gentle slope.

The valley is flanked on three sides by tree-clad hills, one of which, Fort Hill, runs at right angles with the river, behind and near the old stone Capitol built in 1829.

Arsenal Hill, running to a narrow point which commands the city's center, and crowned at that point by the antique State

Arsenal, follows, on its southern side, a sweeping curve of Kentucky River, until, where the river straightens, it becomes Cemetery Hill, a lofty limestone escarpment back of which, on level land, is the State Cemetery, locally "Kentucky's Westminster Abbey."

From the Daniel Boone Monument, at the cliff crest, one looks across the valley over the church steeples to the farther segment of the "S" curve of the river, which divides the city in half. There two timbered hills meet at Devil's Hollow, a deep ravine through which Devil's Hollow Pike ascends to the hill-tops through an entrancing dingle, and along a clear woodland stream in a rocky bed.

Around the river bend, across the mouth of Devil's Hollow, runs a road through the suburb, Bellepoint, and to the top of Bald Knob, commanding a superb view of the deep, narrow Benson Creek Valley. South of Devil's Hollow, along Midland Trail, an arterial road overlooking the new Capitol, runs a wooded hill less abrupt than "Buttimer's Hill" on the other side of Devil's Hollow, and deeply slashed by narrow ravines.

The hills, thinly veiled with trees, including dogwood and redbud, rather than heavily timbered, because of their steepness and scantiness of soil, were unmarred through the nineteenth century.

Early in the twentieth century the municipality began quarrying on the face of Fort Hill, merely because limestone, abundant all over Franklin County, could be transported cheaply from that point for use in town. Demands for limestone then were not heavy, and the work dragged along unnoticed. About ten years ago, when it had progressed sufficiently to make an ugly and rapidly growing scar, I protested to the Mayor of Frankfort, who, yawning, said it would take a long time to destroy Fort Hill.

When a quarryman began, as a private enterprise, blasting the face of Buttimer's Hill, at the mouth of Devil's Hollow—which has inspired poets and painters, as well as writers of prose—I protested in Louisville editorial columns. The publisher of *The State Journal*, of Frankfort, partly, he said, because of my argument, which convinced him, and partly because the blasting shook his residence, bought the hill. But he died soon afterward without having completed payment, and the

property reverted to the holder of the lien. The quarry was reopened.

At present, anyone standing at the Boone Monument, not far from the tomb of Theodore O'Hara, author of "The Bivouac of the Dead," looks squarely into a great white gash in the dark green foliage at Devil's Hollow, and anyone standing at the front windows of the new Capitol looks squarely into a similar defacement of Fort Hill.

The breath-taking beauty of the scene which once presented itself from the bridge, some 2,000 feet up-stream from Devil's Hollow, especially arresting by moonlight, is terribly marred by the removal of the sharp point of one of the two hills which almost met at the ravine. Where there was forest, there is the ugliness of a stone-quarry with its unsightly sheds and machinery. A quarry which was worked for a time on the river-face of Arsenal Hill for some reason has been closed. But work at the other quarries proceeds, stimulated by ever-increasing demands for crushed stone. Several efforts to procure enactment of an ordinance against blasting within city limits have failed.

Devil's Hollow quarry is only the distance of the river's breadth from the best residence quarter of Frankfort. The lawn of the residence of Dr. John Glover South, Minister to Portugal, and that of "Liberty Hall," an imposing late eighteenth century residence, runs down to the river's brink, just opposite the quarry.

Sundry newspapers are responding to the protest of the Frankfort Garden Club, on the ground that Frankfort owes it to the State to protect the surroundings of the Capitol. It has been proposed that the State intervene and buy all of the hills as a park, but there is little probability that this will be done. Frankfort probably will determine the fate of its framing.

In Prague, a few years ago, a gentleman extolled to me what he called "the glory of Prague," a wooded hill, rising above the river Moldau, which he said a prince of Bohemia long ago gave to the city, on the condition that its natural state be forever preserved.

I contemplated the glory of Prague, under the summer sun, and thought of the marred and diminishing glory of Frankfort, under the rock-drill and charges of dynamite.

ROADSIDE IMPROVEMENT

The Present Status

By J. HORACE McFARLAND, L.H.D.
Past President American Civic Association; Chairman Roadside
Improvement Committee

HE IS a wise citizen who is willing to look about, to note the signs of the times, and to start forward from where he is.

The articles that follow provide this "look-see" opportunity to a very considerable extent. The larger view of the function of parkways, the study of the model wayside stands, the discussion of recent legislation for the control of the highway excrescences included particularly in the advertising sign nuisance, ought to be tremendously encouraging as a basis for the work to be continued.

It is a definite advance when we come to realize that not only are we looking toward the betterment of roadsides, but are looking to make that betterment soundly effective through intelligent study. We are to have roadside planting, and it is to be sane planting. We are to have many more instances where a shrewd and fine-spirited man indulges in "profitable altruism." We may even come to the application of zoning to roadside beauty, and indeed to that large extension of zoning in the open country, prefigured at the Country Planning session of the American Civic Association, held in Amherst, Massachusetts, in the fall of 1920. It is thus apparent that we are getting along from the state of enthusiasm necessary at the beginning to the state of action requisite to progress.

Constant attention needs to be given to several points in this forward-looking programme. It is no detriment to the esthetic point of view to urge again and again, and yet again, that not only civic advantage but individual profit root in esthetic considerations, in real betterment. Recently I was given an instance of the value to a community within 50 miles of Niagara Falls of the beauty-travel to Niagara Falls, and this presents itself as a powerful argument from the dollars-and-cents standpoint for holding and increasing the \$50,000,000 annual income from the beauty-travel, that income distributed thoroughly throughout the whole Nation, as compared with the congested

and selfish increment if all Niagara is turned through the wheel-pits into the electric power wires.

A highway authority in Pennsylvania has been literally chortling over the fact that, as he believes, \$220,000,000 of tourist money will be poured into that State this year of 1931, because the State is beautiful to see as well as pleasant to travel through. It pays to have beautiful highways, and the more beautiful, appropriate, patriotic and pleasant they are the more money they will cause the passing traveler to leave as he lingers instead of flies along at the highest speed legally or illegally possible.

The next large item to take into consideration for the future is the unsocial and, broadly speaking, illegal intrusion upon the public highway property of purely selfish interests as manifested in ugly roadside structures of any sort, whether they may advertise something sold somewhere else or on the premises. There will arise, and I hope soon, situations in which courageous judges may come to decide that nuisances to the eye are as injurious as nuisances to the nose and to the ears, and that interferences with property values resulting from these nuisances are legally restrainable.

No highway offender, whether he erect a billboard or a "hot-dog" stand, does so for any other reason than to make money in using the public property in the highway for his selfish private advantage. It is most encouraging to believe that so far as proper provision for supplying the wants of man and machine is considered, these selfish highway intrusions will be more profitable as they are less offensive and better looking.

There is no place at all for the billboard as such, not because public outdoor advertising is wholly wrong in itself, but because those who promote and practice it have, by their selfish excesses, built a toboggan on which they are sliding toward extinction.

What suggestions I ought to make are obvious to any who have read what I have written and who will read what follows. Let us avoid wordy, hysterical indulgences and denunciations, listened to mostly by ourselves who are already converted. Let us go pertinaciously after the nuisance by suggesting something better as to planning, and as to the planning of service structures along the highway.

Federal Aid and Roadside Improvement

By THOMAS H. MacDONALD, Chief U. S. Bureau of Public Roads

SPECIFIC authority for the Federal Government to participate in the planting of shade trees on Federal-aid highways was provided by an amendment of the Federal Highway Act sponsored by Senator D. A. Reed, of Pennsylvania, and approved May 21, 1928.

The amendment, which is sufficiently brief to be quoted in full, provides simply that:

In every case in which, in the judgment of the Secretary of Agriculture and the highway department of the State in question, it shall be practicable to plant and maintain shade trees along the highways authorized by said act of November 9, 1921, and by this act, the planting of such trees shall be included in the specifications provided in section 8 of said act of November 9, 1921.

The Federal Highway Act to which the amendment was added provides for the construction of the interstate and inter-county roads which constitute the Federal-aid highway system at the joint expense of the Federal and State Governments, with the share of the Federal Government limited generally to 50 per cent and not more than \$15,000 a mile.

The amendment in effect makes the planting of shade trees a recognized part of the construction of the roads, and this permits payment of the established *pro rata* share by the Federal Government. No appropriation is made specifically for tree-planting, but the law makes available for that purpose any part of the appropriations for road-construction which the Secretary of Agriculture and the several State highway departments may decide so to use.

The Federal appropriations authorized for road-construction are apportioned annually among the forty-eight States and the Territory of Hawaii on the basis of land-area, population, and mileage of post-roads in each; and the initiative in expenditure of the funds thus placed to the credit of each State rests with the State highway department. Proposals by the State department for improvement of specified sections of the Federal-aid system of highways are submitted to the Bureau of Public Roads, and, with its approval and that of the Secretary of Agriculture, are carried out at joint Federal and State expense.

The fact that in the three years since tree-planting was authorized not a single considerable undertaking has been proposed by any State does not mean that there is lack of interest in tree-planting on the part of the States or the Federal agency, but simply that the conditions imposed by the Federal law do not encourage coöperative undertakings.

The primary object of the Federal appropriations is the construction of roads. The economic need of improved road-surfaces to reduce the cost of transportation is still far from satisfied in most States. If there had been a specific Federal appropriation for roadside improvement there would doubtless have been a number of States that would have availed themselves of it. But since the only Federal funds available are usable either for road-construction proper or for tree-planting, and since the sums thus far appropriated have been readily absorbed by the States in part payment for actual road-construction processes, there has been no particular incentive for use of any part of the Federal money to pay for tree-planting.

And while there is no special inducement to use the Federal Aid for roadside improvement purposes, the limitation of \$15,000 a mile placed by the law upon the Federal contribution actually leaves no margin in many cases over the cost of building the road itself to devote to the improvement of the roadside.

That the States have not utilized the tree-planting permission which the law affords, does not imply lack of interest, but merely that it is more necessary and convenient to use the Federal funds for actual road-building purposes, and somewhat simpler for the States to care for the beautification of the roadsides with independent State funds, as several of them are now doing.

Whether there is any real need or desirability of Federal coöperation in tree-planting and other measures of beautification on the principal interstate highways is a matter upon which opinions may differ. There are few who fail to perceive that the present condition of a majority of our roadsides is far from satisfactory, and few who would deprecate the expenditure of public funds, whether State or Federal, in due course for their improvement. Such improvement should be regarded as an essential final step in the modernization of our highway system.

Highway Approaches to National Parks

By HORACE M. ALBRIGHT, Director, National Park Service

EQUALLY important as the development and beautification of park highways, in the broad scheme of National Park development, is the providing of adequate approach roads in beautiful settings. On such roads—whether in the mountains or through attractive countryside—billboards, telephone and power lines, down timber, abandoned automobiles, and other such eyesores have no place.

No feature of our development program in the National Parks is given more consideration than the care of the roadsides. Fortunately, the highways in the National Parks and National Monuments never have been made unsightly by the introduction of billboards. The Department of the Interior never permitted "outdoor advertising" to get a start in these reservations.

Other features of the roadside, however, required much attention and careful thought. One of these was roadside clean-up. After experiments in Yellowstone Park, financed through the generosity of John D. Rockefeller, Jr., had proved the effectiveness of this type of work, the National Park Service in 1924 adopted a program of roadside clean-up which is now a part of every park and monument highway construction project. Debris of all kinds, loose rocks cast about in construction or maintenance, dead and down timber, stumps, telephone and power lines, all are removed from the roadsides. As a result, native grasses, shrubs, and wild flowers line the park highways.

Just recently the roadside beautification program of the National Park Service was further expanded through the adoption of a new design for slopes in cuts, which calls for flattening the slopes and rounding them at the top, in order that native plants may take hold quickly. This results in quickly covering up disturbed roadsides. Striking results have been obtained through this method, especially in Mesa Verde National Park where planting was carried along as construction progressed.

Wherever the highways approach the parks through public land, much has already been done to improve them. Several years ago the Forest Service adopted a policy of eliminating

billboards from the highways traversing the National Forests, and within the past two years Secretary Wilbur initiated the same policy on unappropriated public lands. As the immediate approaches to the western National Parks in most cases cross National Forests or the public domain, these policies are of the greatest importance to the National Park Service. The Cody approach to Yellowstone was cleared of signs years ago, as was the Gallatin approach.

Billboards, however, are but one of the disfiguring elements along mountain roads leading to the National Parks. One of the most depressing sights to the sensitive traveler is the destruction caused by lumbering operations by cheap, old-fashioned methods, yet few timber operators cutting on their own lands will employ selective cutting of mature timber and its removal with tractors because of the immediate cost involved. A notable exception to this too-general rule occurred last year just west of Yosemite National Park. There the Sugar Pine Lumber Company, coöperating with the State of California, selectively cut its mature sugar and yellow pine along the route of the proposed new Big Oak Flat Road so as carefully to preserve the smaller pine trees, all the firs and cedars, and most of the shrubbery.

Another serious problem from the standpoint of roadside beauty is that of mining claims, which may be filed on all types of public lands except National Parks and National Monuments. Often mining claims are filed along approaches to the parks, with the sole purpose of erecting refreshment stands and gasoline stations, which, incidentally, are among the worst offenders from the standpoint of desecration of roadside beauty. Both the General Land Office and the Forest Service vigorously prosecute investigation of all alleged mining claims, and if there is not found to be a valid discovery of minerals the claims are canceled. All this takes time, however, and meanwhile the disfiguring structures are in evidence. There is urgent need for a Federal law under which the location of claims can be better controlled, and under which lands so claimed can be used for nothing but mining purposes.

Another potential menace to roadside beauty is the private holding along park approaches, since the owner thereof can do what he pleases with his own land. So far as the National

Forests are concerned, however, there is great hope for improvement in this regard, in view of the general policy of the Forest Service to acquire, whenever possible, strategic private holdings in its territory.

Land not Federally owned nor privately owned within Federal reservations, of course, comes wholly within the jurisdiction of the various States. Field officers of the National Park Service have been in constant touch with State and county officials and local interests in an effort to maintain or restore the natural beauty of the roadsides through roadside clean-up and the removal and prevention of billboards and other signs.

The Coast States are doing excellent work in roadside improvement, especially the elimination of signboards. In this work, local chapters of the National Council for Protection of Roadside Beauty are prominent. During the last session of the Oregon Legislature a bill was introduced to prohibit the erection of billboards or signs within 300 feet of any State Highway. This bill failed of passage, but the fact of its presentation and its support by the State Highway Commission gives encouragement that the day is approaching when advertising billboards will be removed from the State highways in Oregon. Such action by one State would be of tremendous importance, since the movement would be bound to spread to neighboring communities, with far-reaching effects.

As a result of a local intensive campaign last season, the most objectionable general signboards were eliminated from the highways in the immediate vicinity of Rocky Mountain National Park, so that with the exception of signs on private lands advertising local facilities, the roadsides are fairly clear of objectionable advertising. Many unsightly shacks and "hot-dog" stands, however, mar the scenery in this locality.

Villages along park approaches also often are a reproach to the community. Carelessly built shacks, makeshift barns, and dirty barnyards on through routes of travel are obnoxious in the extreme.

For many years the National Park Service has coöperated with adjacent communities, under special authority of Congress in each case, in building approach roads. Both the east and south approaches to Yellowstone were constructed in this manner, as were the south approach to the Grand Canyon,

sections of the Wawona and Hetch Hetchy roads leading to the Yosemite, and the road outside Glacier Park on the Blackfeet Indian Reservation. During the past year Congress still further extended this authority by granting to the Secretary of the Interior the right to determine and designate certain highways connecting the National Parks with the nearest Federal 7 per cent highway system as National Park approaches, to be constructed and improved as such during a two-year period. An appropriation of \$1,500,000, to make possible the initiation of this program, was contained in the second deficiency bill passed shortly before the adjournment of the Seventy-first Congress.

Under the requirements of the law, this fund may be expended only on those roads leading across lands wholly or to the extent of 90 per cent owned by the United States. In this connection it is interesting to note that a study made by field representatives of the National Park Service indicates that only fourteen of the roads approaching the sixteen National Parks of the Rocky Mountain and Pacific Coast region are eligible for improvement under the 90 per cent Federal ownership clause.

Tentative plans for highway construction under this special authority call for construction of the road connecting Sequoia and General Grant National Parks, of the Red Lodge-Cook City Road to the Yellowstone, of an approach road north from Moran, connecting the Yellowstone and Grand Teton National Parks, and possibly some road into the Bechler River Basin of Yellowstone National Park from near-by Idaho communities. Some funds also probably will be expended upon the approaches to Rocky Mountain National Park.

In all cases, however, the maintenance of these Federally-built highways will, after construction, necessarily devolve upon the Forest Service in the case of nationally-owned lands, and otherwise upon the States through which they pass.

These are just a few high lights on the subject of roadside conditions along park approaches. Much is yet to be done to improve park approaches, but when one looks back over the accomplishments of the past ten years in this respect—accomplishments made possible only through State, county, and individual coöperation—the future prospects for the restoration of the natural roadside beauty are bright.

Highway Approaches to State Parks

By HERBERT EVISON

Executive Secretary, National Conference on State Parks

BACK in the beginnings of the widened State Park movement, there was a widespread tendency to consider it a main function of State Parks to provide attractive overnight camping-places for the through traveler—a tendency that was subjected to well-directed ridicule by James L. Greenleaf. It is a fact, however, that many of the early parks were located along fairly heavily traveled highways, and the problem of approach roads was one of minor importance.

It is now pretty generally agreed that State Parks are where you find them and not, by any happy or unhappy chance, all naturally spotted along important routes of travel. It has become a matter of finding areas that deserve to be parks and then making them accessible—sometimes altogether too accessible—to the traveler. Hence the matter of approach roads has presented itself as a problem of considerable importance.

In Indiana, where they seem to have a habit of doing quite a large number of things in a pretty fine way, this thing seems to have been worked out with considerable satisfaction all around. When I was at Turkey Run last summer, the choice of a route for a new approach was very much to the fore. An engineer from the Highway Department was there at the time scouting a route in very careful fashion; but he was accompanied on his scouting by a representative of the Conservation Department; also by a visiting landscape architect. It was quite apparent that the Highway Department appreciated that a park approach road was something quite a bit different from a trunk highway; that considerations of grade and alignment and regard for natural objects along the way were of major importance. I don't know how far along that road is, but, without seeing it, I venture confidently to assert that it is in harmony with the character of the park itself.

In Ohio I found a fine spirit of coöperation between the Highway Department and the park authorities. There they had been given \$25,000 to be used specifically on park approaches, and they made each of those dollars do double duty. Again, in Michigan, the Highway Department is highly coöperative

and possesses rather wider discretion in the expenditure of highway funds on park approaches than is the case elsewhere. And that department is one of those that appreciates the skill of the landscaper, even applying it widely and effectively to trunk roads.

The New York Highway Department is building some magnificent roads, but I am convinced that they are not keeping up with the times in appreciating that park approaches or even park roads should be in separate classifications. I recently saw one approach that they were building in the time-honored traditions of trunk highway engineering—straight lines, unnecessary cuts, a commonplace bridge.

I am inclined to believe that the time has come for the general creation of a special "park approach road" classification, for which the specifications will be defined along lines not yet widely considered; that ultimately the approaches will be considered almost an integral part of the park itself; that considerations of speed will be subordinated, in the engineering of them, to considerations of beauty; that the width of right-of-way will not be any arbitrary figure but will rather be determined by natural features that can contribute to the beauty of the road; that all questions of engineering and landscaping will rest, for final decision, with park rather than highway authorities; and that permanent control of its use will also lie with the park administration.

There is no good reason why a park approach, used solely as a method of reaching a park, should not have its whole character set to accord with the purpose of its creation.

*IMAGINE the inspiration of green-bordered roads
with pleasant vistas, unmarred by ugly structures,
leading into National and State Parks where rustling
forests and trickling streams may give rest to the
weary and those who are heavy-burdened.*

Westchester Parkways Control the View

By JAY DOWNER, Chief Engineer, Westchester County Park Commission

ALONG our Westchester County parkways there is no roadside nuisance problem because the motor driveways are within continuous reservations affording flanking strips of land along both sides of the paved roadway.

The motorist sees a practically unbroken succession of grassy slopes or meadows, ever-varying woodland, or winding streams and lakes, instead of the all-too-familiar pattern of signboards, filling stations, "hot-dog" shanties, and roadside markets.

This control is secured by the exclusion of privately owned property from direct contact with the paved roadway. The location of the pavement within a parkway reservation depends mainly on topographical and landscape considerations, with due regard paid to construction costs. The desirable minimum width of the parkway reservations is 250 feet. The pavement width on the Bronx River Parkway is 40 feet. On the Hutchinson River Parkway and the Saw Mill River Parkway a 40-foot pavement was laid as an initial development on a 60-foot subgrade to provide for the future addition of two 10-foot lanes. The present trend of opinion, however, is toward a 44-foot pavement width made up of two 10-foot center lanes, with the outer lanes 12 feet wide. Observation of 60-foot highways indicates that although such roadways may be solidly filled with vehicles within metropolitan city limits, rapidly moving traffic through suburban areas seldom fills the six lanes.

In the development of new main roads through the suburban residential districts of all large and even medium-sized cities, there is a broad field for the application of the excess right-of-way principle for parkways limited to passenger traffic.

In addition to the esthetic consideration of scenic beauty along the roadside, the parkway type of arterial express traffic thoroughfares offers various advantages that more than offset the added land-cost when a new right-of-way is established through fairly open suburban territory.

Experience with Westchester County parkways has clearly demonstrated the following advantages:

1. Greater efficiency of traffic movement by reason of exclusion of intersecting roads and streets at frequent intervals.

2. Simplification of grade-crossing eliminations where main highways or thoroughfares intersect the parkways, because space is afforded within the reservation for grade-separation structures and their necessary ramps or access roads between the two levels. Damages to expensive corner properties abutting main thoroughfare intersections are also avoided.

3. Effect of parkway on land-values in area through which it passes. In Westchester County all privately owned lands adjoining the parkway reservations are in demand, even at greatly enhanced values, for residential purposes, because they are conveniently close to an arterial thoroughfare but separated and screened from it by strips of grass and trees. Lands in immediate contact with heavily traveled, modern highways are not desirable for residential use. The enormous mileages of frontages created along concrete highways in recent years cannot be absorbed by business and industrial uses. The natural efforts of owners to make them productive in some way leads to signboards and the shanty type of development.

The advantage of forestalling roadside nuisance problems before they develop is readily apparent. Educational campaigns, zoning and restrictive ordinances to protect and restore the scenic charm of our old roads make slow headway.

The demonstration afforded by the Westchester County parkways that esthetic considerations may rest on a sound economic foundation, merits serious attention in the development of all arterial thoroughfares, particularly in the suburban areas of our large cities.

Recent Roadside Improvement

By HOPE GODDARD ISELIN

Chairman, Billboard and Roadside Improvement Committee, The Garden Club of America, and Secretary, National Council for Protection of Roadside Beauty

A STEADY increase of sentiment throughout the country against billboards is reflected in activities reported by Garden Clubs in various parts of the United States. There is being welded a chain of community interest in roadside improvement. Each State which decides to beautify its roadsides and to safeguard its public investment in highways against offensive commercialism is a connecting link.

The Garden Club of America, through its Billboard and Roadside Committee, has done much to beautify the countryside in the vicinity of its ninety-two member clubs. This Com-

mittee was formed to urge the restriction of all outdoor advertising to commercial districts where it will not injure scenery, civic beauty, or residential values, and to educate the public, so far as possible, in roadside cleanliness and beautification.

The member clubs have been urged to develop plans for the improvement of their communities. A shining example of this community interest is the beautiful village of East Hampton, Long Island, which has not a billboard in it and has so many attractive dooryard gardens.

In the Berkshires, the member clubs have been active in preserving the natural beauty of the landscape and wild life, and they have sponsored the Pleasant Valley Bird and Wild Flower Sanctuary, comprising 300 acres in Berkshire County, Massachusetts, where the birds can find sanctuary and wild flowers can bloom and seed undisturbed.

The member clubs in Virginia are aroused to the need of protecting the historic scenery of Virginia, and they are taking a vigorous part in the good work of healing "landscape leprosy," as billboards are called in Virginia. They feel that the natural beauty of the State is too important to be sacrificed to local and national advertising purposes, and are resorting to legislation.

In preparation for the Bicentennial of the birth of George Washington, in 1932, the Garden Clubs of Maryland and Virginia are arranging a program of planting the entrances to the National Capital.

Six States have now formed State Councils for the Protection of Roadside Beauty, composed of members of Garden Clubs and civic organizations. The work of these groups is educational, followed by a cleaning up of the highways and later by a detailed program of planting. The Garden Clubs have been quick to perceive the benefits to be derived from the surveys of roadside conditions in the different States by Mr. and Mrs. Lawton of the National Council for Protection of Roadside Beauty, and they have zealously carried out the suggestions for improvement.

On Long Island the member clubs have rallied to the cause of preserving the beautiful scenery of Long Island, the beauty of fertile fields and large estates, the beauty of sand-dunes and woodlands by the sea. The Roadside Committee of the Long

Island Chamber of Commerce has been formed, whose purpose, policy, and program may be summed up in the word "Beautification." Unsightly and illegal billboards, signs, "hot-dog" stands, and unnecessary pole-lines are being removed. Plans are being carried through for planting new roadside trees to replace old ones, and the unnecessary destruction of roadside trees is prevented through coöperation with the proper authorities.

A unique and outstanding achievement of one of the member clubs is the Cleveland Garden Center which was opened last December, to stimulate the knowledge and love of gardening among amateurs and to encourage civic planting and the protection of native plants. In this treasure-house of information about gardening and allied subjects will be found booklets and pamphlets giving detailed information about the protection of the picturesque simplicity of rural scenery from the abuses of outdoor advertising.

From all sections come reports of Garden Club activity in the planting of trees and shrubs. There are rose-bordered entrances to towns. There are stretches of tree-bordered highways, dedicated to World War heroes, called "Roads of Remembrance." Many miles of trees are being planted in California, Oklahoma, Michigan, Massachusetts, and in other States. When we conserve the beauty of a State, we are conserving one of the greatest assets, both cultural and commercial, which the State can possess.

It was astonishing and impressive to note that at the recent annual meeting of the National Council of State Garden Club Federations, held at Chattanooga the end of April, the outstanding subject discussed by the representatives of seventeen States was billboards. Whether at a business meeting, or motor-ing along Missionary Ridge, or drinking in the divine view from Lookout Mountain, talk gradually swung around to billboards and their reasonable restriction. The seed planted ten years ago is bearing fruit.



That's What Makes the Wild Flowers Wild

*—Reproduced by courtesy of J. N. Darling, from
report Iowa State Board of Conservation.*

Profitable Altruism on the Boston Post Road

By CONDÉ NAST

President, The Condé Nast Publications, Inc., New York City

A GREAT tumble of jagged, granite outcroppings, barren of trees and disfigured by billboards, "hot-dog" stands, a gasoline station, telephone and trolley poles with their festoons of wires, and the usual débris of rusting cans and automobile parts—such was the scene that greeted me on my first inspection of the forty acres on the Boston Post Road near Greenwich, Conn., now occupied by the buildings and grounds of The Condé Nast Press.

Surely this unsightly rock-pile was no fit place for the printing of *House & Garden*, a magazine devoted to beautiful architecture and landscaping—nor, for that matter, its companion magazines of good taste, *Vogue* and *Vanity Fair*.

As a friend most courteously put it, these magazines of ours should most appropriately be published "in a garden." The phrase caught our imaginations, and we set ourselves the task of transforming this discouraging forty-acre tract into a truly beautiful garden.

It was even more of an undertaking than at first we realized. But dynamite and the vision of the landscape expert can accomplish wonders. We blasted away a huge layer of rock, in many places as much as 10 feet thick. We smashed great holes in the new surface to receive the roots of sixty-five full-grown American elms and twice as many other hardwoods and evergreens. We made acres of fine lawn with top-soil hauled from a distance, and now maintain its verdure with a hidden sprinkling system, using a mile or more of underground piping.

It was a piece of great good fortune that the trolley line on the Post Road, with its unsightly poles and wires, was abandoned in favor of motor buses. The telephone poles and wires made a more difficult problem, though it was finally solved by running the wires below the widened surface of the road in waterproof tubing.

I believe it to be true that along no other open road in this country is there any other place where telephone wires have



On Boston Post Road in Front of Condé Nast Press before Improvements



The Improvement of the Boston Post Road by Condé Nast Press

been placed underground for so long a stretch, and nowhere else, in city or country, have telephone wires been submerged into conduits at private expense.

The cost of putting these wires underground and of landscaping the property was over half a million dollars, plus an infinite amount of mental and physical toil that cannot be measured in dollars and cents. But this was the only possible means of achieving the result you now see as your car rolls along the broad avenue of this transformed section of the Boston Post Road.

Now, as for the planning of the grounds: It first occurred to us that, inasmuch as we owned the land on both sides of the road, we might plant a double row of trees along the sides of the highway to blot out, at least partially, the unsightliness which then existed on either side. When I laid this scheme before Mr. Guy Lowell, noted as one of the foremost among our architects and landscape designers, he considered a moment and then shook his head dubiously.

"We can do better than that," he said, presently. "How would you like to have me make you a present of a quarter-mile section of the Boston Post Road?"

Then he explained his idea of planting a double row of trees in a great circle, the diameter of which should be the Post Road, thus giving the effect that the broad highway passed through a private parkway—the illusion to be enhanced by having great pylons on either side of the Road where it entered and left our property.

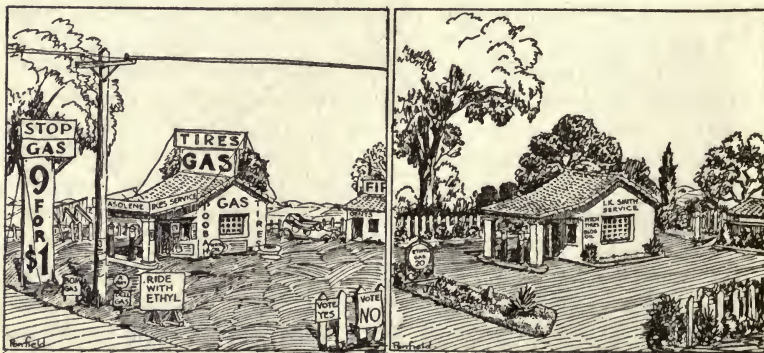
Mr. Lowell, unfortunately, did not live to see this inspiration of genius put into effect, but plans were immediately made to carry it out. Today the traveler along the Post Road appears to enter our property between impressive pylons, designed by Delano and Aldrich, to drive through our lawns and shaded walks, and then out again, between similar gate-posts, into the public domain.

The Press buildings were designed by William Higginson, their façades following the semicircular sweep of the elms on the east of the Road, accented in the center of the arc by a fountain. The center of the arc across the road is similarly accented by a Georgian "love-temple" imported from England. These, with the walls of rough-cut native granite, marble seats, groups of

statuary dotted here and there about the grounds, and a rest-house were planned by Eric Gugler.

The lawns, climbing roses for the walls, wisteria for the tall end piers, the hemlock hedge, the formal garden, the rock-garden, the New England garden, and the selection of American elms, flowering dogwood, cedars, and other trees were all planned by Ferruccio Vitale, the landscape architect.

Perhaps it seems odd, this elaborate expenditure of time, effort, and money to surround with beauty a commercial enterprise and only one section of an important motor highway. But I consider the money we have expended upon the development and beautifying of this property as one of the best investments ever made by our company. Not only are the comfort and the morale of our employees vastly improved by the charm of the surroundings in which they work, but everyone who drives past, or "through," our property at Greenwich is impressed by the quiet and simple orderliness of our printing establishment, their attention is compelled by the very contrast of trees, flowers, and shrubbery with neighboring billboards and rock-piles. As a result of hard-boiled business scheming, we could not have purchased at double the price the amount of advertising and publicity that now comes to us constantly and freely.



The same and not the same

Model Wayside Markets

By CLARA B. FORD, Dearborn, Mich.

BEAUTY is not a matter of dollars and cents. Whether along the roadside or in our own homes it comes only as the result of thoughtful interest, of good taste, and of the desire to live and work in attractive surroundings.

As we have motored through the country in recent years, we have seen, with dismay, the mushroom growth of buildings of all kinds and descriptions for selling every sort of thing which the tourist needs or can be lured into buying. It was distress at this injury to the beauty of our countryside which first caused me to think along this line.

At the same time, however, we realized the great advantage to the farmer and his wife—always the ideal farm partnership—if they could sell their fresh fruits, vegetables, and other products at their doorway, and keep in their own pockets the money which had previously been spent for shipping to the city and for handling by commission men.

To show that any farmer could have a home market for this purpose—simple, inexpensive, yet so attractive that it would draw attention, and therefore patronage—I built the roadside market which has been used as a demonstration at various flower shows and at the Eastern States Exposition at Springfield, Massachusetts.

We used old boards in building this small single room, with a porch at the front, windows at front and sides, and generous shelf-space within for display of the various things offered for sale. This we whitewashed, set an old-time picket fence on either side, and made it gay with vines and flowers.

No farmer can be too poor to make a similar one, as it can be built during the winter months when farm-work is slack, and be set up before the pressure of spring planting begins.

But how can the motorist know which are the real farmers' markets and which are the make-believe ones, stocked from wholesale city supplies, trucked into the country and labeled "raised on our own farm"?

It seemed to me that our Woman's National Farm and Garden Association could render a real service to both the

farmers and the public by showing in some way which are the genuine markets of high standard. We now have a sign for this purpose, "The Sign of the Spade and the Distaff," designed by Henry Turner Bailey.

Referring to the famous old lines,

When Adam dolve, and Eve span,
Who was then the gentleman?

Mr. Bailey says:

The spade and the distaff are the accepted symbols of delving and spinning, of outdoor and indoor work. The shield has always been the symbol of self-defense, of protection, of security against the enemy. St. Paul tells of "taking the shield of faith." For these reasons it seemed appropriate to symbolize by means of the shield, the spade, and the distaff, the faith of the organization in its mission, and in its constituency, and its willingness to defend its ideals. The colors, green, white, and black, were selected because green is the world-old symbol of the spring, of growing and fruiting life, of hope and of life to come; while white is the symbol of purity and perfection; and black, when associated with it, is the symbol of downright honesty and seriousness of purpose.

THE SIGN OF THE SPADE AND THE DISTAFF

Gives

To the Market Owner

To the Public

APPROVAL by the Association of market standards in respect to location, sanitary conditions, attractive appearance, and high quality of products.

INFORMATION on the best methods of market construction, display, standards, packages, advertising, etc. Where special problems are to be met, the services of a specialist will be made available.

GOODWILL of the Association as a help toward patronage, both transient and permanent, from the general public as well as members.

ADVERTISING, country-wide, by special publicity for the Approved List.

MEMBERSHIP in the Association and subscription to the official magazine, *Home Acres*.

A MEANS OF DISCRIMINATING between the real farmers' roadside markets and those merely pretending to be.

ASSURANCE that products are fresh, of high quality, and are native grown unless otherwise specified.

PROTECTION as to the cleanliness of place, products, and associated persons.

KNOWLEDGE that conditions exist approved by the best market practice which should make sales profitable to the market owner and give satisfaction to the buyer.

GUARANTEE that the owner has complied with State and local legal requirements.

CONFIDENCE in the integrity of purpose of the owner that all goods offered for sale shall be as represented.

"To furnish to its members all possible opportunities for the marketing of farm and garden products."



A Highway Approach to the Federal City—Natural Beauty Marred by Billboards



Mrs. Ford's Roadside Market—as Exhibited at Detroit Flower Show

Public Mobilized in Billboard War

By ARTHUR NEWTON PACK
President of the American Nature Association

AGITATION against the commercialization of our rural highways through the erection of billboards and other unsightly structures has been going on for quite a few years. It started when the development of the automobile demanded the creation of a highway system, and when the building of that system offered an opportunity to capitalize on the vast public investment in rural thoroughfares. At first the opposition came from a small group that could foresee the assault on natural beauty that was to be the inevitable result of these parasitic growths. As the uglifying results became more apparent, more individuals and groups were aroused. Resentment began to be translated into laws, most of them, however, distinctly limited in their effectiveness. The billboard industry began to make some gestures in recognition of this agitation and did, so far as the organized industry is concerned, improve the physical character of its signs.

However, the automobile quickly became a virtual necessity. More millions were spent for expensive highways. Billboard and "snipe" sign poster followed closely in the wake of the road-builder, erecting signs on curves and at intersections—where the most attention could be assured—and otherwise without regard for natural beauty, whether scenic or merely attractively rural. This arrogance and disdain of the public interest began to mobilize public sentiment fully as much as did the glaring messages of the offending boards.

Such early leaders in the movement to preserve rural beauty as the American Civic Association and the General Federation of Women's Clubs found resentment growing and demand for action insistent. The directors of the American Nature Association, which had been interested in this problem since the inception of the organization, voted to act along lines not hitherto followed in any large degree. It was felt that if thorough, systematic, and well-rounded surveys of roadside conditions were conducted in specific regions, the definite and unassailable facts obtained would be of immense value. This information would serve as a basis for appropriate legislation, but, more,

would afford a basis for mobilization of regional public sentiment at least.

Accordingly, in 1930, the first comprehensive survey was made—this in the State of North Carolina. The Association was fortunate in being able to retain the services of Mrs. W. L. Lawton, of the National Council for Protection of Roadside Beauty. Mrs. Lawton's years of experience as Chairman of the Committee on Billboard Restriction of the General Federation of Women's Clubs—which Committee she still serves in an advisory capacity—made her the ideal director of this survey, and her service was particularly appropriate, as through the Council for Protection of Roadside Beauty she has devised and made the early intensive surveys. The results of the study the American Nature Association published in an attractive pamphlet which has become a textbook for all lovers of outdoor beauty in North Carolina.

There followed surveys of similar character in Oregon, Washington, and on Long Island, being capped by a startling survey of the approaches to the Nation's Capital, fostered by the American Civic Association. The latest survey has been in the State of California, a summary of which is presented herewith while the complete report is being issued by the American Nature Association. The results of these studies were also published, and the American Nature Association began to issue "The Roadside Bulletin." This last publication, which will soon make its sixth appearance, is designed to disseminate information as to the progress of roadside beautification everywhere, data on legislation pending and enacted, reports of court decisions, and other relevant material.

The activity of the last year or so has demonstrated the value of public education and effectiveness of a stimulus to the expression of public sentiment. Already the billboard industry is faced with opposition which is no longer the objections of a comparative few. Already the user of billboard advertising on rural roads is beginning to wonder whether such space is not detrimental to the sale of his product.

Roadside Surveys in the Pacific Coast States

By ELIZABETH B. LAWTON

Chairman Council for Protection of Roadside Beauty

RECENT roadside surveys in the three States on the Pacific Coast lay fresh emphasis on the problems which arise from our heavily traveled highways.

The Western States are not so densely populated as those along the Atlantic seaboard, travel on their highways is lighter, property along the roadsides is held often in very large tracts, and a considerable proportion of the highways pass through National Forests. All of these conditions tend to produce occasional roadsides which are perhaps cleaner from commercial ugliness than are any to be found on the main highways of the eastern coast.

Yet nowhere does the traveler feel greater resentment against the commercial uglification of our countryside than on the Pacific Coast. Every billboard, every roadside shack, every sign-smeared filling station stands out with greater, more insistent ugliness because behind it, and defaced by it, are the glorious scenic views of the West.

Nowhere, either, does the problem of roadside protection have a greater economic urge. Washington and Oregon are already bidding with increasing success for tourist trade, and to California the tourist brings the very breath of life. Recent investigation shows that the tourist leaves over 400 million dollars annually in Southern California alone, supports 71,000 families in the ten southern counties, and contributes vitally to the prosperity of every industry in the State.

Apart, then, from protecting this heritage of scenic beauty because of its immeasurable value to the lives of the people, there is also the great economic need of cherishing the goose which lays the golden egg.

The people of the West can scarcely realize that their marvelous scenery can be taken from them, at least so far as the scenery visible from the highways is concerned. And, after all, that is the scenery which enters into our daily lives, and that is the scenery which lures the average tourist. It is the main traveled thoroughfares which are the real show-windows of the State. Through them no view remains beautiful when its fore-

ground becomes ugly, and few will dispute that foregrounds everywhere are rapidly becoming ugly.

Denuding the roadsides of forest, failing to replant beauty where it has already been denuded, crowding the roadsides with all forms of commercial ugliness—these are the serious conditions which we must meet and remedy if beauty is to be restored to the highways of America.

Protection of Roadside Forests. Only in the Northwest do we still find large stands of virgin timber. Highways cut through these forests are cathedral aisles of indescribable beauty. But lumber off these forests and the same highways become lanes of stark ugliness and desolation. The easterner can never forget the barren stretches of logged-over land through which he must pass to reach many of the scenic spots of Washington.

The State of Oregon is awake to this problem of saving the roadside forest. The Highway Commission has the unusual power to purchase roadside parks for the protection of highway beauty, and frequently uses this power to preserve roadside timber which would otherwise be cut.

For fourteen years the "Save-the-Redwoods" League has led the fight in California to save the marvelous beauty of the redwoods, and already 25 miles of the Redwood Highway are safe from the lumberman's axe. Approximately 50 miles remain still in danger, and some of the finest groves along this highway will be down within the next ten years unless generous support enables the League to act. California's recent Park Bond Issue enables the State to double every private gift for parks.

Under her power to purchase land within 300 feet of the center of the right-of-way, the California State Highway Division has just purchased a timber fringe 18 miles in length, to save the beauty of virgin forest along the new road which will be built to Yosemite across the Big Oak Flat.

Roadside Planting. California leads the Coast States in roadside planting. For ten years the Highway Division has coöperated with civic groups in planting roadside trees, and today nearly 700 miles of highway are thus beautified. The State has now begun "demonstration plantings," to arouse further interest and demand on the part of the people. Banks at railroad underpasses are also to be planted. California deserves more than usual praise for this program, since the long dry

season and danger of fire render roadside planting uncommonly difficult in this State.

Roadside Control. The problem of roadside control, more vital even than roadside planting, is receiving considerable study in the West, but little action has yet been taken. Here, as in the East, ugly filling stations, food-shacks, roadside markets, and auto-dumps vie with the omnipresent billboard to convert beautiful rural roadsides into "shoe-string slums."

Both Washington and Oregon attempted, this year, to secure legislation for restriction of the billboard evil, but failed. Oregon's safety bill was of particular interest. Following the judgment of the American Association of State Highway Officials, Oregon introduced a bill to prohibit all advertising signs within 1,000 feet of curves and intersections, on the ground that signs designed to attract the attention of the motorist have no right to be placed at the danger-points where the entire attention is needed on the road. A large percentage of rural billboards are on the curves and intersections.

In California, the Joint Legislative Committee, appointed in 1929 to study and recommend methods of controlling roadside enterprises, issued its report this spring, claiming that no legislation is needed beyond the present California law which forbids placing signs on private property without the owner's written consent. The report of the Joint Committee is a disappointment to those who are seriously studying the problem and who had hoped for constructive suggestions.

Nothing could show more forcefully than this report the hold which the organized billboard industry has upon the Western States. The report is, from start to finish, a brief for organized outdoor advertising. It states that illegal signs should be removed, but declares that in all their travels over the State the Committee found "not one signboard regularly maintained by a standard up-to-date company so located that it marred the beauty of any highway." This reminds one of the billboard man who stated that billboards bring "relief to the eye from the unutterable boredom offered by Nature." Incredible as it may seem, more than three pages of the report are copied bodily (without credit) from a booklet published by the California organized billboard industry two years ago, entitled "Analysis and Review of the Highway Advertising Situation."

The California State Highway Division has recently entered upon a clean-up campaign to eliminate all illegal signs, including those standing on private property. The maintenance men in each Highway District will approach all property owners for permission to remove such signs from their lands. Oregon has carried on similar work for some time.

A widely advertised attempt to control the billboard situation in California is sponsored by the State Chamber of Commerce and the organized billboard industry, and is known as the "Scenic Reserve" method. The State Chamber of Commerce has designated approximately 2,800 miles of highways as scenic, and local chambers and civic groups are urged to pledge the property owners along these highways not to rent their land for signs. Of the 2,800 miles classed as scenic, some 900 miles run through National Forests, and 500 miles are unimproved dirt roads. Of the remainder less than half lie on main traveled thoroughfares. "Scenic highways" are defined as those which "enable people to get out into the wilderness to enjoy nature in its primeval beauty." Highways connecting cities are declared "commercial," and we are further assured that the same stretch of the same highway may partake of both characters, since "in some scenic sections only one side of the highway may be scenic in character and valuable for preservation!"

A careful study of the Scenic Reserve plan as it has worked out in California in its two-year trial, convinces one that as a local method it has advantages and proves effective under good leadership, but the moment it is made a State-wide method and the attempt is made to classify the roads of the entire State as "scenic" and "commercial," there has been established a system which is totally inadequate and likely to defeat its own ends.

The Scenic Reserve plan is based on the assumption that beauty can be protected only along the by-ways, the roads which lead "into the wilderness," whereas the public clamors for beauty along the everyday highways, beauty which may be enjoyed as we pass to and fro in our daily affairs!

It leaves the protection of the rights of the entire people who have paid for these highways in the hands of the comparatively few owners of adjacent property, the very people who profit from the use of these roadsides for advertising purposes.

County Zoning. A more hopeful method of roadside control is suggested in the studies now being made by several of the county planning commissions in California, looking toward an adequate means of highway zoning. While this may be looked upon as "ribbon" zoning, county planners hope that as a part of a comprehensive county land use plan it may be accepted by the courts. As Charles Cheney points out, the courts have already recognized that distinctions may be made between the appropriateness of one kind of business from another. They have held that signs are business. The Supreme Court of the United States has held that billboards may be treated in a class by themselves. On this foundation it would appear, as some California planners believe, that we could create small commercial zones at intervals of 4 to 5 miles on our rural roads, to which we would admit *only* those forms of business demanded by the immediate convenience and necessity of the people—filling stations, food-stands, and the like. In such zones only signs on the place of business would be admitted as appropriate, and these would be regulated closely both as to number and size. (Only one sign on the place of business is the regulation now in force in parts of two Maryland counties included within the Washington Area.) Such zoning would follow the sound principles of country zoning adopted in the town of Oyster Bay, L. I.—"Highways free and business areas compact." It would prevent the choking of traffic by the constant cutting in and out induced by roadside business. It would build up better towns, preserve the rural character of our arterial highways, and protect the beauty of the countryside.

If, on the contrary, we make the old mistake of zoning too much area for business, if we establish, every few miles, a general commercial zone to which all forms of business will be admitted, the roadside surveys show that we may expect in such zones a few needed gas-stations and food-stands surrounded by many unnecessary signboards of every size and description. No matter how attractive the stations, their background of billboards renders the entire zone cheap and blatant. With the average speed of today, our highways would become picket-fences, brief glimpses of clean countryside alternating with nauseous strips of cheap and gaudy ugliness.

California county planners will perform a service for the

entire country if they evolve a method of highway zoning which strikes out the fallacy of saving "scenic" roads only, which holds to a minimum the commercialism along all rural roadsides, builds up the already established towns, and keeps the country highways open and rural.

Highway Entrances to Washington

By THE EDITOR

IN THE autumn of 1930, Mr. and Mrs. W. L. Lawton, of the National Council for Protection of Roadside Beauty, made a Survey of the Highway Entrances to Washington for the American Civic Association, and the report was published as a part of the series being issued by the American Nature Association. Mrs. Lawton presented her findings in a lantern-slide talk before a meeting of the Committee of 100 of the American Civic Association at the Cosmos Club on December 9. Following that date, for two months, the *Evening Star* printed one to five news articles daily. Sixty-six organizations passed formal resolutions of endorsement of the campaign and offered coöperation. Letters were written to local advertisers, many of whom pledged themselves to discontinue outdoor advertising within the Washington Region, an area of some 20 miles outside the District of Columbia. Letters were written by many interested members to the twelve gas and oil companies which use billboards in the Washington district, asking them to discontinue their outdoor advertising in the vicinity of the National Capital. Some encouraging replies have been received.

The conditions which this campaign is seeking to improve have become intolerable along U. S. Highway No. 1, approach from the north. On the Baltimore Turnpike, within a distance of 27.7 miles from the District line, there were 1,099 signs, including signs on places of business, or an average of 39 to the mile. A car at average speed would pass a sign every two seconds, and there is not a full minute, or even half a minute, when the landscape ahead is entirely free from advertising. Traveling along this same route from the south into Washington, the motorist would find 28 signboards to the mile, or one every three seconds. It is impossible to imagine any sort of landscape

improvement along these highways unless the billboards can be swept from sight. Many of the charming rural roads, which until recently have been comparatively free from the billboard blight, are now being desecrated with huge "poster panels" which have been placed against picturesque groups of trees. Often, trees have actually been cut down to open "vistas" to these misplaced and mistaken works of art.

The highway approaches to Washington traverse undulating hills, open pastures, and fields, dotted with woodland and cut with tree-bordered streams. The mere removal of billboards and the cluttered welter of signs around filling stations, lunch-stands, and country stores would do much to restore the charm of the native landscape. In the end we should find an improvement in all sorts of structures to match the improved landscape. With consistent roadside planting, both on public rights-of-way and on private property, it would not be long before any ugly commercial structure would seem so out of place that it would be banned by common consent.

The Garden Club of America has undertaken to place markers, and the Maryland and Virginia Federations of Garden Clubs will endeavor to provide appropriate landscape treatment to designate the various highway entrances to Washington.

The American Civic Association is accustomed to tackling up-hill jobs, and, no doubt, much work remains to be done before even a demonstration area in and around the National Capital is cleared of billboards and roadside beauty fully protected; but the officers of the Association have been surprised to find the great number of workers who have an ardent desire to do something about the terrible billboards. Never has the Association encountered such enthusiasm and such unanimity of opinion concerning a campaign as has been expressed over the plan to improve the appearance of the highway entrances into the Federal City.

Beauty is contagious. As sections of the highway entrances to Washington are made beautiful, unworthy, ugly structures will become more conspicuous and in the end, will be doomed to innocuous desuetude.

Zoning and Roadside Beauty

By IRVING C. ROOT, City Planner
Maryland-National Capital Park and Planning Commission

THE Maryland suburbs of the National Capital have long been noted for their great natural beauty. Field, forest, and stream blend with an interesting contour to create a countryside of unusual charm. Excellent roads make the many attractions of suburban Maryland readily available for the people of Washington, and at the same time provide routes for the millions of visitors coming to the National Capital every year.

The popularity of these Maryland highways, and consequently their value for advertising purposes, has long been recognized by the various agencies interested in outdoor advertising. Signs of every description, from the small tin "snipe" sign to the great batteries of 16-foot boards of the organized industry, have been erected in ever-increasing numbers. In fact, the greatest concentration of advertising structures occurs near the Maryland-District of Columbia line, as if to extend a hearty, if not appropriate, welcome to Maryland visitors.

Hoping to prevent this commercial use of the roadsides and to secure the many benefits which accrue from the regulation of land usage, a zoning ordinance was adopted for the Maryland-Washington Metropolitan District in 1928. Under this ordinance the usual forms of outdoor advertising were restricted to the commercial and industrial zones, the only requirement being the filing of an application blank and payment of a small fee.

However, this degree of regulation proved inadequate. Land that had been zoned "commercial" in anticipation of neighborhood store centers soon became cluttered with signs of every description. The local zoning authorities were deluged with petitions for commercial zoning along the main highways where owners of unimproved property anticipated the possibility of securing a high rental from billboard leases.

After two years of zoning administration it became evident that more restrictive measures were desirable and the Maryland-National Capital Park and Planning Commission undertook the revision of the ordinance. While waiting for the ordi-

nance revision the County Commission of Prince Georges County granted commercial zoning only with the strict understanding that the area "be not used for commercial advertising purposes."

The provisions of the revised zoning ordinance with regard to all forms of advertising structures are as follows:

1. In residential zones a professional sign not exceeding one square foot in area and a sign not exceeding three square feet in area advertising a home service, may be permitted. Permits for temporary real estate signs may be issued after approval by the planning commission.

2. In the commercial zone the various residential signs are permitted and also commercial signs pertaining to the business conducted on the premises.

3. In the industrial zone no sign may be erected, which does not pertain to the land on which it stands, without the consent of the County Commission. Such consent can be given only by the adoption of an ordinance.

The present form of ordinance has been in effect over six months and to date there have been no applications for permits to erect the so-called "billboards." Perhaps this lack of interest in erecting advertising structures is due to the fact that the industrial areas, in which such structures may be erected, are not readily visible from the highways.

Although a building permit is required before the erection of all real estate and commercial signs, there have been several attempts to evade the law by erecting signs without first complying with this formality. However, several arrests and the requirement of a five-hundred-dollar bond to guarantee appearance in court, have proved to be an excellent deterrent.

As no structural repairs are permitted which will lengthen the life of non-conforming advertising structures it is hoped that through obsolescence and decay these structures will gradually disappear.

THE local authorities in Montgomery and Prince Georges counties, Maryland, are undertaking a progressive program of civic improvement which is of importance to the Nation.

Beauty and Billboards Are Not Compatible

By STRUTHERS BURT, Southern Pines, N. C.

THIS title, which I did not choose but which was given me, does not exactly express my ideas on highway improvement or any other phase of conservation. I think the less the word beauty is used, except in small and selected circles, the better. For myself, I would use the words common sense, or business foresight.

Long ago I learned to approach all conservation problems—even most esthetic problems—from the point of view of the lowest common denominator, and the lowest common denominator, also the first and highest job of the average man, is to make a living and support his family. It is right that this should be so. But it is also right that, in making a living, a man should make it honestly and with due regard to his neighbors. When the sense of sight—our most important sense—is given the same legal status—and it will be—that the other senses now enjoy, the outdoor advertising man and the proprietor of the “hot-dog” stand and gas station will have just as much right to make a living as nowadays, but by no means so ruthlessly.

Meanwhile, it seems to me that it is not necessary, or even wise, to talk to them or to the hundreds of firms and individuals who advertise along our highways about beauty, however strongly you yourself may feel. I do not know a single problem in conservation where it cannot be shown that conservation pays—pays in actual dividends. You are asking no one to lose money; you are pointing out to everyone how to make more. It is no longer an argument that decency, interest, individualism, nature properly taken care of, and scenery pay. All this has been proven again and again. In this age of rapid communication, our highways are no longer stretches of road; they are the streets at our front doors, and the entrances to our towns are our front door-steps. A community, however large or small, that permits slovenly and indecent highways adjacent to it and slovenly and indecent approaches, simply shows itself to be a backward, unbusinesslike community. However solvent it may be underneath, it destroys at the beginning the most important

business asset a man or a place can have—credit; for it is through the eyes that credit is first established. Afterward, of course, you may be able to prove to a man that your dirty face means little, although, as a rule, it means a lot, but you have to catch the man first. The millions of tourists or commercial motorists who, every year, avoid a dozen dirty and abused towns to stay in the one that is decent and charming are not caught. They merely go through.

Where billboards on our highways are concerned, the business arguments are equally powerful, destructively as well as constructively. You can take any form of outdoor advertising and, with extremely little trouble, prove that it is largely a waste of money and psychologically absurd. Even the old advertising belief that repetition causes a dent in the consciousness of the public has lost its validity. There has been so much hammering that the public has lost its reactions. Outside of that, there is nothing left. Billboard advertising has no guarantee back of it, and in each individual instance there is a psychological error. Let us take as an example hotel advertising, which would seem of all outdoor advertising the only one, perhaps, with any common sense back of it. If you tell a man for a hundred miles that you have the best hotel in such and such a place, when he gets there you have to prove it. One slip, and you have created the impression that you are a liar. The bigger hotels have realized this and are taking down their billboards.

But, constructively, the motoring public—and that means practically the entire public—have by now been educated to the point where they demand more from a highway than merely a good road-bed. One of the commonest delusions of those who should be wise, but who are not, is that they are playing down to fools. You see this a good deal in the theatre and even more in the motion pictures. Even admitting a good deal of stupidity, the superior ones forget that there is a constant action and reaction between any producer and his audience. In the old days of the nickelodeon anyone would pay five cents just to see a mule move across a screen. Pretty soon a mule wasn't enough. It is the same way with our highways. The traveler expects good road-beds. He would be astonished if they weren't there; but he is not even interested if they are there; he wants, now, decent surroundings as well. Perhaps in a few years he will—univer-

sally—demand, and passionately, not only decency but beauty as well. When he does, and I think there is every sign that he will, those who are fond of it, can then use this word beauty without let or hindrance.

Meanwhile, the most curious lack in the mind of the proponent of outdoor advertising is his inability to understand why practically everyone but himself objects to billboards. He thinks it mere fussiness. He does not understand that in most people, even the inarticulate, there is a very distinct sense of what is fit and what is not. Nobody objects to anyone taking a bath in a bathroom, but there would be a great deal of objection if our highways were lined with people taking baths. A cow is a fine animal, even, from certain aspects, beautiful, but its place is a barn or a meadow, not a bedroom. No one objects to advertising, even billboard advertising, if it is situated where it should be situated; the sensible man is irritated only when he wants to look at a field, or a horizon, or a mountain and instead has to look at an inflamed and completely prejudiced report of someone's make of shoes. It is for this reason that no one objects to direction signs along a highway, or warning signs, or any other signs that make sense.

When the producers and users of outdoor advertising realize how far their audience has gone beyond them, the haste to take down most billboards will be almost frightening. Some of the representatives of our leading advertisers may be trampled under foot. Already the wisest of our leading advertisers have begun to take their signs down before the panic begins. Meanwhile, I wish all of them would sit down and try to figure out just how much they spend on this particular form of advertising and just what the net results are.

***H**ARD-HEADED manufacturers and hard-boiled legislators are spending millions of dollars every year for beauty in design of automobiles, houses, furniture, fabrics and public buildings and bridges. It is good business for the public to buy roadside beauty.*



What Man Does to One of the Most Beautiful Gifts of Nature—the River

—Reproduced by courtesy of J. N. Darling, from
report Iowa State Board of Conservation.

LANDSCAPE DESIGN IN STATE HIGHWAYS: A SYMPOSIUM

A Landscape Division in Connecticut

By LUTHER M. KEITH, State Highway Tree Warden

THE Landscape Division of the Connecticut State Highway Department was organized in July, 1927, under the provisions of a statute which was enacted by the previous General Assembly of Connecticut. Under this authority, it was proposed to commence a general roadside development program along the roadsides of the State Highway System.

It was early realized that numerous activities might be taken over by this Division, some of them ones that had been carried on by other divisions of the Department and others that were entirely new.

We soon came to the conclusion that while the State had approved the policy of roadside development, and thus assumed leadership, it could not carry on successfully a broad program without the coöperation of the public. It then became the duty of those in charge to secure this coöperation from individuals and organizations, and this was done at every opportunity with very satisfactory results. Naturally, we performed the most work on highways where we received the most coöperation. At times, perhaps, we were criticized by people who did not realize that coöperative work was being done. However, as time went on, people became more interested, and, as the actual work took shape so that it was noticeable, not only to our own people but to our visitors, the Landscape Division became an accredited success.

As the work progressed, experience taught us that certain things which at first seemed practical were not so practical. Many experiments were carried on, and as we studied conditions we found there were activities not thought of at first which might well become a part of our program.

One of the major activities of the Division at the present time is roadside sanitary work, which is commonly known as clean-up. This is a condition which, perhaps, exists more in New England than in some other sections of the country.

Usually, following construction of a new highway, there are unsightly stumps in places, waste rocks in others, and a growth of wild shrubs. It is our policy to clean the roadsides, eliminating waste growth and conserving the good shrubs and sapling trees.

Shade-tree planting is carried on, following the completion of new highways, wherever there are available locations and the abutting property owners do not object. If our right-of-way is somewhat narrow, the trees have to be avenue plantings, but if the right-of-way is sufficiently wide the trees are staggered in planting.

Older shade trees have been pruned and trimmed of dead wood and defective and dead trees removed from our highways. Of course, there is still considerable of this work to be done. This is carried on most actively during the winter months.

The conservation of native trees and shrubs is one of the major portions of roadside development in this State. It is, I believe, a recognized fact that we should use the material at hand and that our plantings should harmonize with the surroundings. In carrying out this policy we have established and in operation at the present time five temporary nurseries for the cultivation principally of native growth. This material is conserved from roadsides where it is too thick, from rights-of-way that are coming under construction, which would necessitate the destroying of much growth, and from meadows and woodlands where the owners allow our men to collect. Usually from one to two years in our nurseries develops a fibrous root-growth which insures the life of the greater portion of these trees and shrubs when transplanted to our roadsides.

Waste areas are being improved into Highway Gardens, and, if the locations are adjacent to settled communities, these gardens are planted with flowering shrubs and evergreens and the grass kept mowed with lawn-mowers. If the areas are on rural routes they are usually planted with our native growth.

Rest-areas are being built and maintained along our highways wherever our right-of-way is of sufficient width, or we can secure small areas by gift or at a very nominal price. It is necessary that these places be near shade, and we prefer that they be near springs, brooks, or lakes. Picnic-tables and waste-barrels are provided, and the highway users are invited to use these places for rest and lunches, but not for overnight camps.

Milestones, historical and other landmarks within our rights-of-way are being improved and maintained.

All of the roadside mowing, which was formerly done by the Maintenance Division, now comes under the supervision of the Landscape Division.

It is necessary that public utility companies secure permits for the placing of poles on our highways, and the issuing of these permits and the supervision of locations is a duty of this Division, as well as the issuing of permits for the trimming or removal of trees made necessary by development or hazardous conditions.

The Landscape Division organization at the present time is as follows: The State Highway Tree Warden is Chief of the Division and he has one assistant who is a trained forester; there is also a landscape architect, special supervisor, three inspectors, a general foreman in charge of the foremen, with groups of men of sufficient number to cover the entire State by districts, and a necessary clerical force.

A Landscape Engineer in Virginia

By HAROLD J. NEALE

Landscape Engineer, Department of Highways, Commonwealth of Virginia

IT SHALL be the duty of said landscape architect, under the direction of the said highway commissioner, to study the preservation of the natural beauty of Virginia State highways, and to devise methods by which the rights-of-way of said highways may be beautified and improved." And thereby Virginia, the "Mother State of the Nation," has inaugurated a campaign to re-create nature on her highway system, now covering over 8,000 miles.

This constantly growing highway system is making accessible the natural beauties of the mountains, of the valleys, of the shores and plains of the Old Commonwealth. From Jamestown, the first permanent English settlement in America, to Arlington, the shrine of the Unknown Soldier of the World War, one can travel on the highways and visit the historic spots incident to the intervening events which have made the history of the Nation. Virginia is replete with historic interest. Old mansions typical of the architecture of the early periods of America, now

nestled in a wealth of aged boxwoods and towering trees, with remains of flower-bordered paths, add their charm and interest to this great highway system. Unfortunately, all of this is off the right-of-way and beyond the controlling influence of the laws enacted by the General Assembly. The narrow fringe bordering the pavement of these highways, in many cases but a few feet wide, is much too narrow on even the widest of rights-of-way adequately to preserve or re-create the natural beauty that rightfully belongs there.

Highway beautification, involving as it does everything within sight of the road, presents more of a problem than the mere covering of the shoulders with grass, or planting out the ugly cuts with ground-covers, or lining out the highways with shade trees and flowering shrubs. The most charming group of red-bud or dogwood or rhododendron in full bloom excites enthusiastic admiration, unless it has for a background an ugly "automobile graveyard" or a glaring billboard, in which cases the ugly features are conducive to criticism and the charm of nature is forgotten.

There is no doubt that the greatest problem in roadside beautification in Virginia, as well as in other States, is one of elimination. This cannot be combated without coöperation. Both the Commonwealth and property owners are deeply involved, but the greatest burden seems to be on the latter. What influence can be exerted on property owners to make them conscious of their civic duty? Shall we venture to suggest the economic side, wherein land-values are greatly influenced by unsightliness? We can cite the experience of many municipalities and counties that have created parkway systems to prove that roadside beauty affects appreciation in land-values. The usual argument that we are not creating parkways but merely constructing highways is easily met when we make the highway approach the ideal set forth for parkways. To effect this requires either wider rights-of-way or coöperative influences with property owners which will provide or produce scenic easements sufficient to produce naturalistic effects. This must be carried further, of course, to include scenic vistas and the incorporation of natural beauty-spots.

When it is considered that about 60 per cent of the traffic on our highways is of a recreational nature, we are fast making our

highways the greatest recreational centers of the country. In recreation we look for opportunities for relaxation as well as play. Until we can develop intensive parkway units of State-wide range, we should intensify the natural beauty and parkway atmosphere on our entire highway system. There is no doubt that there is economic value in providing means for accelerating traffic through the medium of modern engineering wherein excessive vertical and horizontal curves are eliminated, pavements widened, and traffic congestion eliminated. On the other hand, pleasure seekers traveling the highway welcome opportunities to retard speed and obtain the full benefit of the beauty-spots as they travel. The longer pleasure seekers can be unconsciously held in a community, the greater the trade income will be to that locality. The same will prevail throughout the State that capitalizes on a beautification program which absorbs and holds the interest of its out-of-State visitors.

In making the study as called for in the bill, great efforts are being made to educate the public and stimulate active interest in the many phases of the subject. Not alone is the esthetic considered, but the utilitarian and economic factors are also brought forth. Many of our garden clubs and other civic organizations are now actively engaged in making a study of the highway approaches to their communities through the medium of a questionnaire furnished by this Department, which outlines and suggests many involving factors.

Inasmuch as elimination plays such an important part in roadside beautification, the questionnaire outlines not solely the factors of conservation, prevention, and augmentation, but more particularly those of elimination. The first question asked of the group making the study is, "Does this part of the highway portray your ideal of roadside beautification, and is it a credit to your community?" Suggestive lines then follow analyzing the situation regarding the condition of trees, shrubs, shoulders, cuts and fills, guard-rails, bridges, and other items which involve the Department of Highways on its own right-of-way. "Hot-dog" stands, billboards, snipe signs, filling stations, and other eyesores, including "automobile graveyards," dumps, run-down sheds, shacks, poorly kept grounds, and other conditions which make the countryside unsightly, uninteresting, and poor advertising to the community as well as the State,

are enumerated, as well as historic spots, monuments, mile-stones, legendary signs, and other points of historic interest, either on the right-of-way or on private property, together with suggestions for their proper treatment. Opportunities for tree-planting, naturalizing of shrubs, wild flowers, creation of roadside parks, turn-arounds, parking-places, bridle-paths, sidewalks, and other utilitarian factors are also given due consideration.

A compilation of the data secured on these questionnaires is then made and segregated in such a manner as to provide sufficient intelligent information to promulgate a workable program. The factors involving the Highway Department are referred directly to them; those pertaining to the property owners are referred to committees to wait upon them and enlist their coöperation. Historic organizations are urged to sponsor the proper setting and beautification of such parts as those in which they might be particularly interested.

We are in hopes that through this medium, as well as the intensive study being made for the entire State by the Department, we will be able to present a comprehensive report to the next session of the General Assembly which will justify appropriations or legislation commensurate with the benefits to be derived. Many civic organizations have adopted resolutions pledging their support in the promotion of:

1. A highway system which will be modern and perfect from an engineering standpoint, adequate to serve all the people all the time, not alone for business but as well for recreation and relaxation, a system which will include landscape beautification which portrays most vividly the natural beauty of the State and be representative of the culture of its people.

2. Coöperative influences on private property owners which will make the countryside at all times present the appearance of genuine prosperity and outstanding evidence of its being a worth-while place in which to live.

3. A unified program of beautification with each community uniting with its neighbor in the blending of a continuous panorama of natural beauty, where welcome to our visitors will be written indelibly along the roadsides in colors of nature, thereby making Virginia the most popular recreational center of the great American playground.

Landscape Advice in Georgia

By T. H. McHATTON

Horticulturist, State College of Agriculture, University of Georgia

AS PERMANENT roads developed in Georgia, interest in beautifying them rapidly increased, and clubs or groups of individuals took over certain sections of road for planting, having no definite plans to begin with and no arrangement for upkeep after the work was completed. Such work is bound to be unsatisfactory and ultimately to end in patchwork.

Those interested in road-improvement conceived a highway to be a landscape problem that should have unity, coherence, propriety, and individuality. In other words, an improved road joining two cities, traversing from fifty to a hundred miles, or maybe greater distances, should be the work of a single individual or group of individuals who understand plants, soils, climatic conditions, and other things essential for a successful development. It was also realized that unless some definite arrangements could be made for permanent upkeep, roadside planting would, in the majority of cases, be most unsatisfactory.

The Georgia State College of Agriculture has for years past had an extension landscape project. The men in charge of this work are thoroughly familiar with all Georgia, its climates, soils, and flora. They have also developed a respect for natural beauty, native woods, and indigenous flowers. This makes them especially capable for suggesting plantings on the State's highways. Those conducting this work are furnished complete sets of blue-prints by the highway officials just as soon as a permanent road has been completed between two large centers of population. The extension landscape men then carefully study this highway, making several trips back and forth, noting objectionable signs, ugly spots that should be planted out, and things of that character, as well as noting the views obtainable from hills and other attractive features along the road, carefully studying the native flora, woods, and trees along the roadside, and noting things that could be done to enhance their beauty and attractiveness. Following this survey, trips are made which are especially devoted to planting-studies and plans. No cognizance is taken of property- or county-lines.

Finally, a set of plans, on which is located each plant to be used, as well as every suggestion made concerning the handling of cuts, fills, streams, and the like, is completed and turned back to the Highway Division of the State.

Through one of the assistant highway engineers, these plans are then distributed to the counties through which the road passes. Meetings are held, civic interest aroused, and money raised for the purchase of the plants as indicated on the plan. Following this, the plants are turned over to the Highway Department and are set by the maintenance crews, with the understanding that all future maintenance is to be in the hands of the Highway Board.

There are several outstanding features in this line-up: first, the planting of the road is done by individuals capable of giving the proper development and who use plants best adapted to the various locations. Then the matter goes back to the local communities and in their activities they raise the money for the purchase of the plants required, and get the permission of the land-owners along the road for the setting of these plants where, as it sometimes happens, there is not sufficient room on the right-of-way. In the plans suggestions have been made for underplanting in private woods of certain flowering shrubs, flowers, and the like, and also recommendations for cleaning up and bringing out points of natural beauty that are privately owned so that they may be seen and enjoyed from the road. Thus are the property owners along the highway interested in the project, as well as the civic clubs and other organizations in the community. As the extension service has been active in developing the plans, in those communities where there are home demonstration agents and county agricultural agents, the home demonstration and agricultural boards of the counties are really the centers around which the county organization is effected. This brings together the rural and civic interests.

It is hoped that out of this work there will be developed a definite landscape department in the Highway Commission so that as new roads are surveyed, the advice of competent landscape people may be had in the very beginning, thus preserving natural beauty and preventing later the necessity of extra work and planting to replace that which might have been saved.

Imagination in Roadside Planting

By O. C. SIMONDS, Chicago, Ill.

WHAT an opportunity there is in our country, with its hundreds of thousands of miles of roadsides, for charming pictures as one rides along the highways. In some places we now have such pictures where the roads lead through stretches of woods with large, overhanging forest trees, undergrowths of smaller trees and shrubs, and with a ground-covering of wild violets, strawberries, asters, goldenrods, or other hardy perennials; or where a road follows a stream with its banks naturally wooded but with wide openings to show running water. In other places a road may wind along a hillside, with distant views over lower land to far horizons—views that are framed by the trunks and foliage of oaks, elms, maples, lindens, and other trees planted by nature, and with a varied ground-covering of shrubs, vines, and herbaceous plants, while on the upper side there may be a continuous border of foliage, flowers, or fruits to interest the traveler. Every State might have, in suitable places along its roadsides, every indigenous plant, from tiny herbs to giant trees. We have so many species that the varied compositions of leaf-forms, colors, and textures, of the branching of trees and shrubs, of masses of flowers and fruits would be almost infinite in number. By "suitable places" is meant places where the soil, slope, exposure, and moisture fit the tree or other plant and also where the proposed planting would help the artistic effect. Each State would then have within its borders a widely distributed arboretum and botanic garden. Each plant would have plenty of room to develop as an individual if that fitted the composition, or with a group if that was preferred, or it might simply form part of a thicket.

Occasionally, straight rows of trees might be allowed where straight roads pass through level land with no specially attractive scenery, but such places would be relatively few.

The advent of the automobile has had an effect on planning roadside planting. The open spaces for views should be wider than formerly, the masses of foliage or flowers generally longer, and the planting near road intersections lower than the eye.

Few walk at the present time, and yet walking is excellent

exercise and should be encouraged, not only on this account but also because walking enables people to appreciate more fully the beauty of the scenery. A foot-path through the roadside planting, even if only wide enough for persons to walk Indian file, would be a feature of safety and might be intensely interesting. Along such a path simple stationary seats might be placed occasionally at points commanding the best views.

In certain places the roadside planting might, with advantage, be extended beyond the property-lines without detriment to the adjoining farms. A steep hillside extending from the road into a farm might be covered with forest when it is too steep for plowing. This would add to the beauty of the thoroughfare as well as being a useful adjunct to the farm. Such a planting would, in time, produce fuel or lumber and would make a delightful home for birds greatly needed for successful farming as well as for the pleasure of those who see or listen to them.

A ravine with steep sides bordering a running stream and crossing a highway would furnish another place where planting might be done far beyond the property-line without interfering in any way with farming operations. A skilful landscape designer would discover many places for improving both the appearance of the highway and the appearance of adjoining farms by a little inexpensive planting. Let us imagine that our roadsides generally are given a beautiful treatment with planting as great in variety and beautiful in arrangement as if Nature herself had done the planting. Let us imagine, too, that the steep hillsides and declivities along our highways are planted with the beautiful trees and shrubs of our forest—oaks in variety, maples, elms, black walnuts, lindens, red-buds, thickets of crab-apples, dogwoods, hawthorns, viburnums in variety, sumachs (especially aromatic sumach), Indian currants, and that nestled here and there in the other planting are flower-beds—lupines, puccoon, spiderwort, coreopsis, columbines, goldenrod, asters, and other native flowers extending the season of bloom from early spring till November. Imagination must generally precede the attainment of results. Some are lacking in imagination, but if attractive examples could be developed and people actually see their beauty, such examples might gradually be followed until our whole country becomes as beautiful as pictured in the minds of our most artistic citizens.

RECENT LEGISLATION: A SYMPOSIUM

Progress in Billboard Control

By ALBERT S. BARD, Vice-Chairman and Counsel
National Council for Protection of Roadside Beauty

THE movement to bring the business of rural outdoor advertising under control has been progressing slowly, but progressing. However, the general sentiment has not become sufficiently strong or sufficiently organized greatly to affect legislation. For the most part, legislators continue to deal haltingly with the business. To them the dollar seems important, while the esthetic pleasure of the traveler and motorist seems remote and unimportant.

The whole movement to save the landscape from commercialization is affected by two main factors: (1) public opinion; and (2) the conservatism of courts in failing to repudiate frankly and fearlessly that outworn and unnecessary legal concept that esthetics cannot be made the basis of the regulation of private land, under the police power, no matter how reasonable or conducive to the general welfare such regulation may be. The public is beginning to see that unless private enterprise along the highways is brought under control in some way, the highway systems of the country will be ribbons of ugliness and commercial squalor—"shoe-string slums," as they are sometimes called. This development of popular opinion is also having its effect on the courts. They, too, are nibbling at the edges of their old error, and making gradual concessions to the once-despised legal Cinderella "esthetics."

Within the year under review, and particularly since January 1, 1931, more than half of the States have considered legislation designed to bring the rural boards under some sort of control. For the most part, this legislation has been feeble and has reflected the legislative paralysis decreed by the courts under the above doctrine of the unconstitutionality of legislation to control the appearance of private property. Even where such legislation avoided that difficulty by taking the form of taxation, as in twenty-two of the States, the effort to tax has been half-hearted. Maryland has adopted a law (1931) taxing bill-

boards one-half cent a square foot, as against Connecticut's one cent and New Jersey's three. In New Jersey the organized outdoor advertising industry made a strong effort to repeal the very recent law of 1930 providing for the registration and taxation of boards, but this effort, fortunately, failed. In New York a model bill (the Thompson-Zimmerman Bill) for the creation of a State agency to make regulations for rural billboards was introduced and was later amended to meet the views of the State Park Commission and reintroduced, but it did not progress owing to the covert opposition of the outdoor advertising industry. Bills introduced in Maine, Wisconsin, and Washington were killed in Committee. Oregon's bill to prohibit all advertising signs within 1,000 feet of curves and intersections met the same fate, but will probably be brought before the people by referendum in 1932. Connecticut lost her attempt to restore the former tax of 3 cents per square foot, but passed a bill enabling the cities and towns of the State to control billboards under zoning.

The more liberal attitude of the courts toward esthetics is illustrated by the Indianapolis parkway case, 1930 (General Outdoor Advertising Co. *versus* Indianapolis, 172 N.E. Rep., 309). This case extends the term "general welfare" to include "public comfort, convenience and prosperity," and concedes the effect which the amenity of places has upon their prosperity. It upholds a park regulation prohibiting billboards within 500 feet of parks and parkways, and disapproves of the cases which declined to support earlier efforts to protect the neighborhood of such public improvements. It adds its voice to that of the U. S. Supreme Court in putting billboards into a class by themselves, subject to regulation as such, regardless of other structures.

Dicta to the effect that the eye is as much entitled to protection as the nose and ear are creeping into the cases. See the Indianapolis parkway case above; Walnut and Quince Streets Corporation, *versus* Mills, etc., and the City of Philadelphia, 154 Atl. Rep., 29 (Philadelphia marquee case, 1931); State, *ex rel.* Civello, *versus* New Orleans, 154 La., 270 (Piggly-Wiggly case, 1923). The question is really one of the objectionableness of the sight and the reasonableness of the restriction. The claim that esthetics form no basis for the exercise of legislative power

is much overworked. It remains, however, the favorite resort of legislators who desire to protect the billboard industry, and, unfortunately, the older decisions of the courts, plus their failure frankly to over-rule the earlier decisions, furnish to the legislators a convenient alibi.

In the Massachusetts billboard cases, the Master finds that "signs and billboards substantially and materially annoy and disturb the occupants" of homes "and injure and depreciate the value" of such property; that "beauty in the sense intended and employed in the framing" of the rules and regulations considered in the proceedings "is in fact a real and substantial economic value to the Commonwealth and its citizens"; and that the restrictions for limitation of size and set-back of billboards "tend to promote public safety."

In Connecticut and Massachusetts, landscape architects are being officially introduced into the highway departments. The work of the Westchester County (N. Y.) Parkway Commission (described in the 1930 and current American Civic Annuals) remains a model in this respect. New Jersey has adopted a law which permits the expenditure in any one year for roadside planting and embellishment of 1 per cent of the previous year's expenditure for highway construction (L. 1931, Ch. 21).

Billboards continue to occupy the landscape, and proposed legislation tending to bring outdoor advertising under control is strenuously opposed by the industry. The need for restrictive legislation is greater than ever. Should the present evolution in the courts of the concept of the extent of the police power over private property stop short of complete control of the billboards, two courses will remain open to the lovers of the American landscape: They will be driven to resort to a general boycott of articles advertised on the landscape (to some extent that boycott already exists) or they will be driven to the adoption of constitutional amendments like the 1918 amendment in Massachusetts, granting to the Legislature power to control advertising within public view. New York passed such an amendment through the 1930 Legislature (the Brereton Bill), but to be effective it must be adopted again by the Legislature in 1932, and then by the people. Similar amendments have recently been under discussion in New Hampshire and Vermont.

Progress in legislation remains the great and immediate need.

Billboard Tax Law in Maryland

By LAVINIA ENGLE, Member Maryland House of Delegates

MODERATE regulation and the machinery for control are established by the law enacted by the General Assembly of Maryland.

A measure drawn along the lines of the New Jersey Act was introduced in the House of Delegates early in the session and simultaneously the lobby against the bill appeared. The opposition was directed by the Counsel for the Outdoor Advertising Company, and the lobby included several local and New York lawyers, a number of Baltimore City women, and representatives of organized labor. Two public hearings were staged. At the first, civic organizations, Garden Clubs, the League of Women Voters, and Chambers of Commerce appeared for the bill. The need for control of unsightly and dangerous signs and for improving the appearance of the highways leading into the National Capital was presented.

The hearing granted the billboard industry was held the following week. Twelve bus-loads of men and women were brought to Annapolis to serve as a "gallery" and to furnish background for the argument of the advertising firms that the enactment of House Bill 181 would "throw thousands out of employment and add to the present depression." The hearing reached a high pitch of excitement when the New York lawyer representing the Outdoor Advertising Company charged Maryland sponsors of the bill with insincerity and with being the tools of a national group bent on destroying an industry.

The argument that passage of the act at this time would add to the industrial depression, although backed by no authoritative facts, proved a strong factor with the Baltimore City delegation in the House and blocked the enactment of the bill in its original form. After weeks of vigorous lobbying for and against, in which members of the House and Senate were alternately urged to "save the beauty of the Maryland countryside" and to "save the wives and children of working men from being starved to satisfy a group of idle women," the representatives of the industry agreed to accept regulation if the terms of the act were modified.

The measure as passed by the Assembly and signed by the Governor provides that all persons, firms, or corporations engaged in the business of outdoor advertising are required to secure a license and to pay a license fee of \$200. Small firms with less than fifty signs pay a fee of \$50. No signs may be erected without a permit, and to secure such a permit a plat must be filed with the State Roads Commission showing the location of the board to be erected and its position in relation to the highways. The Commission is given power to regulate location for the purpose of safety. An annual tax of one half cent a square foot is imposed.

Enforcement of the law is placed in the State Roads Commission, and the income from the licenses and tax is set aside for the cost and expense of administration. The surplus is to be used for roadside planting and improving rights-of-way.

The act falls far short of the hopes of the organizations sponsoring the campaign. However, the machinery for adequate control is established, and the principle of the square-foot tax written into the law. The State Roads Commission will proceed at once to organize for the enforcement of its provisions, and if in two years the results are not satisfactory there will be another session of the General Assembly in 1933.

Illegal Signs in Maryland

By OLIVER METZEROTT, Member Maryland House of Delegates

DURING the 1931 Session of the Maryland General Assembly three bills were introduced in the House of Delegates which provided for the regulation, taxing, and restriction of billboard advertising. In the order of their introduction they became House Bills Nos. 3, 98, and 181. Two of these, Nos. 98 and 181, were subsequently enacted into law and went into effect on June 1 of this year.

House Bill No. 3, introduced by me, was designed to tax and regulate the larger commercial billboards. This Bill was abandoned upon the introduction of House Bill No. 181, similar in scope and feature and prepared under the direction of Delegate Lavinia Engle of Montgomery County, through whose courtesy Delegates Lawrence A. Williams, Kent R. Mulliken,

and I became joint sponsors. After drastic amendment, the result of necessary compromise with the strongly entrenched billboard interests, this measure was finally passed, signed by the Governor, and is now Chapter 324 of the Laws of 1931. It adds Section 274-285 to Article 56 of the Maryland Code.

House Bill No. 98, prepared and introduced by me and enacted into law without amendment by unanimous vote of both Houses, is designed to strengthen and make enforceable Section 24 of Article 39A of the Maryland Code which, although it has been a part of the law for some years and was intended to check the erection of roadside signs, has been totally ineffective because of the impracticability of enforcement. The original Section 24 of Article 39A made it a misdemeanor to erect any sign upon the public highway or upon private property without first obtaining the written consent of the owner thereof. It provided a \$10 fine as a penalty for violation, but the only person who could be punished was the individual who placed the sign in position, and thus, in order to convict, it was essential to catch the culprit redhanded. The new Act (House Bill No. 98, Chapter 337 of the Laws of 1931) not only covers the person who actually erects the sign but also any person "who in any manner procures, directs, or induces the painting, fixing or placing of any advertisement or sign as aforesaid," and then follows with this language:

For the purpose of enforcing this section, the presence or existence of any advertisement or sign upon the public highway or upon private property adjacent thereto shall constitute *prima facie* evidence that said sign was painted, placed, fixed, or erected by direction or with the consent and approval of the party or parties, his, its, or their agent or representative in the State of Maryland, whose name, business, vocation, or merchandise is advertised thereon.

This will enable the authorities charged with enforcement to prosecute the advertiser himself or his agent in Maryland, and each sign placed upon the public highway or upon private property without the written consent of the owner thereof constitutes a separate offense and makes the advertiser subject to a fine of \$10 in each instance. Thus the law is made enforceable, and if the State Roads Commission and the County and State Police Officials find that public sentiment is strongly in favor of enforcement, it should be but a short time when Maryland highways are practically cleared of the innumerable

small signs which, after all, constitute the most objectionable form of roadside advertising.

The two basic ideas involved in the above measure are original and, so far as I am aware, novel in billboard regulation. The first provision makes the advertiser or his business agent located within the State jointly guilty along with the person who actually paints or constructs the sign unlawfully, and the second provision facilitates the advertiser's conviction by declaring that the presence of the sign itself shall be *prima facie* evidence that it was placed there by direction or with the consent of the person whose name, business, vocation, or merchandise is advertised thereon.

After June 1, 1931, enforcing authorities will have the right both to remove signs for which no permit has been obtained and to punish by fine the advertisers who are primarily responsible for them.

The District of Columbia

By THE EDITOR

WITHIN the District of Columbia the streets are fairly free from billboards, due to the policy of the Commissioners, under which no permits for new boards have been granted for some ten years. But the business streets of Washington are disfigured by painted signs on brick walls and clutters of signs on store fronts and around filling stations, advertising goods sold on the premises. With this in mind, the District Commissioners presented a bill to the last Congress which would enable them to control these conditions. Certain amendments, including one which provided for public hearings before regulations could be promulgated, were added at the request of the National Capital Park and Planning Commission and the American Civic Association, and the bill became a law. If existing billboards are allowed to rot away and no new locations are permitted, even when sites are used for new buildings, the time when the District of Columbia will be free from billboards ought not to be far distant. Then we may see an American city free from billboards and unnecessary signs. Who can doubt what the desire of the people will be when they can see the difference between sign-free Washington and sign-infested cities?

IN THE CITIES AND TOWNS

The Year in Planning

By LOUIS BROWNLOW, Chicago, Ill.

IF 1930 may be permitted to linger but a little in the lap of 1931, we may record the significant fact that the forty-eighth State of the Union has passed a zoning enabling act. The Green Mountain Boys of Vermont thus become the file-closers of the most amazing example of the rapid mobilization of our ordinarily slow processes of State legislation in all the history of the country.

When the century turned, three decades ago, we all believed that a property owner might build as he liked on all his land, as deep as he would and as high as he could, and use that building for whatever purpose he chose. And most of us believed that as it always had been, so should it always be.

The first decade closed with a faint whisper of hope from Los Angeles where some bold mind had said that a Chinese laundry in a residential district was not a proper use of property. Midway in the second decade, Zoning was launched and new meaning given to Planning, but the World War came and for a time there was little or no progress. Then, after the war, thanks to the mobilization of the social thought and technical skill of town planners, architects, lawyers, real-estate men, builders, and an unprecedented uprising of the popular will, Zoning swept over the country, capturing city after city, legislature after legislature, court after court. Now Vermont makes the roll-call of the States complete.

Reckoned in one way, it is twenty years; in another, say, fifteen years; in either reckoning it is a record for swift action in a new field of social legislation through the cumbersome, discreet, and disparate legislative machinery of what, after all, are our four dozen sovereign nations.

Ten days after 1930 had merged its current tale into the history of the past, James S. Taylor, Acting Chief of the Division of Building and Housing of the Department of Commerce, was able to announce that there were now in the United States:

716 city, town and village planning commissions.

67 regional planning commissions or organizations, including both official and unofficial bodies.

36 county planning commissions.

35 States which had used the Standard State Zoning Enabling Act.

8 States which have used the Standard City Planning Enabling Act.

920 zoned municipalities in 47 States and the District of Columbia, including all but 11 of the 99 American cities that had a population of more than 100,000 as shown by the Census of 1930.

A significant development of the year was the new light thrown on the problem of metropolitan regional planning by the figures of the new Census. The forces that still are operating to produce huge concentrations of population in our metropolitan centers were shown to be still at work. The tide of migration from country to city had swept on through the decade. But at the very center of these aggregations of people a contrary force was met and we find the centrifuge at work. Manhattan loses population. Brooklyn and the Bronx still grow, but at a reduced rate when compared with still further outlying parts of the complex thing that is New York.

Here in our greatest metropolis the percentage of increase from 1920 to 1930 for New York City in all its five boroughs was 23.3, while the environs of the greatest city had a rate of growth for the same period of 34.4.

But even this is not so striking as the tale from Boston, where the city grew at the rate of 4.4 per cent while 42 encircling and encircled municipalities grew at the rate of 25.5 per cent.

Even more challenging is the record from Cleveland, where the city increased at the rate of 13 per cent, and the rest of Cuyahoga County at 105.3 per cent!

Justification here for the fact that during the year in every part of the country planners and all their lieutenants were broadcasting their conviction that for broad purposes and the long pull, planning and zoning could not be pent up with the confines of artificially contrived political boundaries that no longer represent the reality of the economic and the social city.

Indeed, that wide-sweeping form of metropolitan planning that has assumed the title of "regional" is finding itself challenged for its too narrow scope. Perhaps we should re-christen it "metropolitan planning" and leave the word "regional" for the broader scope of plannings that will take in both the urban and the rural scene.

This development is indicated in several ways: by the studies being undertaken in Kentucky and West Virginia of the

marginal and submarginal uses of land; by the work of the Illinois State Chamber of Commerce in its study of land uses, industrial districts, and water resources; and by the Virginia State Chamber of Commerce in its industrial survey of the State.

But most significant of all is the message of the Governor of New York, Franklin D. Roosevelt, to the Legislature of the Empire State envisaging the planning of the use of all the land and all the natural resources of the Commonwealth that comprises a tenth of the American people.

No doubt, in other States there were other manifestations of this same consciousness of the need to plan comprehensively and for the whole—I have not had the opportunity to survey the whole field.

Perhaps, when a little more time has gone by, we will look back to 1930 and its events—the Census, the Depression, the New Stirring of Thought—as the year in which for the first time the Planners caught a glimpse of what was really meant by a great man whose saying through all these years they have repeated over and over.

What began as a civic center, as a park system, as a boulevard scheme; what came into being because nuisances had to be kept out of residential neighborhoods; what was born when men sought means to stop over-crowding city lots and building city houses too high with too straight walls; these things had grown in 1930 until their meanings swept over the city boundaries, beyond the suburbs and the satellites, on and on and far out into the country regions so that States were seen as units of planning. And then, in that same year 1930, as one can see in a score of scholarly essays and in a hundred able speeches, American men and women began to think of a Plan for the Nation. Much may come of it or naught, but at any rate it means that the Planners at last have come to know what Burnham meant when he bade them "Make ye no little plans."

Individuality of Cities

By CHARLES H. CHENEY, Palos Verdes Estates, Calif.

THERE is an individuality in some cities which extraordinarily charms us. In others, unfortunately far more numerous, there is a character that bores or repels us. Practically always, where this individuality shows any degree of perfection, where it is attractive and stimulating, it is the work of some master architect or succession of architects, and consciously wrought.

With that 95 per cent or more of carelessly ugly, banal, and repulsive cities—the kind that repeat themselves over and over again across the country, each with a “Main Street” of the same miles of false fronts, near architecture plastered with disfiguring and unnecessary signs—we have no concern. Visitors pass them by as politely as possible. The natives are too close to them to realize their repulsive appearance. “They will have to stew in their own juice,” as Frederick Law Olmsted once said, until a strong enough group of civic leaders can set up competent city planning machinery to retrieve them. Then, perhaps, they can secure the trained intelligence of master architects capable of designing, recasting, and perfecting some appropriate groupings of architecture of real merit, the inseparable and necessary setting of landscaping, roads of access, plazas, vistas, town-picture, and those other important and stirring conceptions of man’s handiwork which, alone, persist from generation to generation, provided they have universality of appeal.

When we speak of individuality, character, and charm of cities, our minds inevitably turn to those few and impressive places where the town-picture is complete, or to the rare groups, plazas, vistas, or scattered bits perfected by some architect or group of architects. They persist in our minds, to give an esthetic pleasure that glosses over or blots out recollection of the hideousness, squalor, or unpleasant features of the rest of the city.

The accidental, the picturesque, have little lasting virtue. When the novelty wears off they cease to charm, unless true artistic harmony and merit of design go with them.

Nature's scenic gifts, the incomparable settings of seacoast towns, or of the more inland cities along lazy rivers, are but backgrounds for that physical improvement which our civilization and our time has wrought. "By their works ye shall know them." Individuality, as far as cities go, is established by the handiwork of man. It is by what we leave behind, chiefly of architecture and setting, that the future will judge us.

The town-picture, therefore, the panorama that takes in masses and groupings of buildings, arrangement of streets, plazas, and open spaces, the impression of the created architecture and landscaping, if any, are what concern us in analyzing the individuality and charm of cities. They, of course, reflect the people and their tastes, to a certain extent. But whether this impression is produced to an important or tantalizing or charming degree—one to be remembered—depends almost entirely upon the forethought and creative genius of the man who planned it and carried it out.

Many of us have seen stage-settings that enhanced the action of the drama. Some fewer of us have seen gardens and parks, consciously created, that are so beautiful and so impressive that they entrance and inspire all who may behold them. And many, undoubtedly, have seen clothes so designed and worn by people as to enhance personality. All men of creative mind realize and comprehend such things.

It is much the same with cities. If we look back over the civilizations and the times that have gone before us we are more and more surprised to find how deliberate and careful the creative geniuses of those other times were to produce a magnificent and impressive town-picture.

American visitors to the Old World, or to the Spanish Americas, are almost invariably enchanted with great impressive groups of buildings carefully placed in formal arrangement, or, as so often happens in Europe, in a delightfully balanced but irregular plan. Yet few know that Camillo Sitte long ago pointed out that these "irregular places of the Middle Ages were definitely designed on sound artistic lines, to produce the definite effect aimed at, and were by no means the result of accidental growth."*

*Unwin, *Town Planning in Practice*.

The picture of a particular city that we carry in our minds, if any, will include one or more principal points of interest. The impression of soaring, box-like buildings in New York is relieved by its beautiful, if poorly kept, Central Park; the dreariness of Brooklyn by a triumph of landscape architecture in Prospect Park. Rare bits of truly great architecture here and there shine out to relieve the otherwise monotonous and inharmonious imperfections of the great mass of buildings, giving promise, we hope, of better and more real architecture to come. For good architecture and good design persist; man destroys the ugly as fast as he can, and retains the beautiful. Europe is richer in impressive architecture and works of art because it has gone through centuries of culling out the bad stuff and of accumulating and retaining the best.

The great boulevards, parks, and playgrounds of Chicago, the wise and far-sighted development of the lake-front from the plans of master architects such as Daniel H. Burnham, Edward H. Bennett, Olmsted Brothers, Jens Jensen and others, fix the attention and tend to screen off entirely the miles and miles of miserable, dirty and depressing brick flats and multiple dwellings behind them—in fact screen them so effectually that visitors often fail to notice their ugliness, though it comprises most of the city.

In a comparatively new city like Los Angeles there is little individuality save in the many square miles of attractive detached small homes, each with its trees and garden, and in a few residential suburbs.

It is to be regretted that so few cities and towns of this country have attained any harmony or even order in their development. There is nowhere such a strong flavor of fine artistry as one senses in the architecture of Florence or in the perfect Middle Age cities of Rothenburg or Carcassone or Avila. In Venice, with its unique canals, the principal attention focuses on the glorious Piazza San Marco.

The arcades and colonnades of the Rue de Rivoli in Paris, of Karlsruhe, or of Central American cities charm the visitor with their simple grace and unify the grouping of many buildings sufficiently to create more than an ordinary impression. Some of our Southern California cities have sensed this and have begun to encourage arcading on a grand scale.

Perhaps the finest plaza in all the United States is that simple yet dignified open space in Balboa Park, San Diego, about which are grouped the beautiful buildings remaining from the exposition of 1915. It is the product of America's greatest architectural genius of the past generation, the late Bertram Goodhue, and lends distinction to a city otherwise as yet very commonplace in its architecture.

Then there is that complete and perfect village at Forest Hills, L. I., designed by Grosvenor Atterbury, architect, and Olmsted Brothers, landscape architects, which offers one of the most effective town-pictures we have in the United States. There are small business plazas like that at Lake Forest, Ill., designed by the late Howard Shaw, and some others about the country. But they are few. We could just as well have more of them if the designing brains of America could be marshaled at the proper time. However, until planning commissions, large land-owners, and others interested see fit to call them in, the results will continue to be 95 per cent failures.

The problem of individuality, charm, and character in cities is architectural. It can be solved only by master architects.

This whole question of the individuality of cities, how it may be maintained or recaptured if lost, has been studied during the past winter by the City and Regional Planning Committee of the American Institute of Architects, with the aid of a number of distinguished civic workers. Statements, opinions, and suggestions have been secured from some fifty leaders of opinion in various walks of life, and will be made the subject of a report to be completed during the summer.

Says Edward H. Bennett, distinguished architect and city planner of Chicago, in a letter to the Committee:

Certainly, to maintain or recapture the quality of a city, it is necessary to mobilize in some way the forces of intelligence. Individual interests, lack of coördination of the work of public bodies, and the lack of moulding of public opinion are the reasons for deterioration in the most valuable qualities expressed in our cities.

In most American cities it is a problem of creating character rather than of maintaining that which exists. A city such as New Orleans is an exception to this general rule, and efforts have been made to preserve the eighteenth century character of certain sections of that interesting place.

If intelligent opinion could be organized, its influence should be brought to bear on the city planning boards, park administrations, and

other public bodies, at present seemingly caring little for quality of development in a general way, or perhaps incapable of creating it.

John Ihlder, Secretary of the Pittsburgh Housing Association, believes strongly that cities should accentuate their individuality. He says:

If they do this consciously they will accentuate their good characteristics, those in which they can take a legitimate pride. Unless they do it consciously they are likely to accentuate their bad characteristics.

Mrs. John F. Sippel, President of the General Federation of Women's Clubs, writes:

No form of art expresses to the visitor the personality of the community as does its architecture—the form, the proportion, the color of the homes, and the suitability to their surroundings.

Buildings possessing the greatest charm, in my opinion, are those which are best adapted to the natural beauties surrounding them.

The goal is livable neighborhoods for all people. This problem divides itself into three parts, prevention, retention, and cure,—prevention of wrong development of new neighborhoods, retention of trees and other natural beauties of a locality, and cure of communities already built.

The plan for new developments should insure fresh air and sunlight for homes of the future (which will involve adequate zoning); sanitary conveniences by providing water and sewer systems in new neighborhoods; schools and outdoor play-spaces for young and old; an indoor community meeting-place; and adequate branch library facilities. Lovely homes for the future may be insured through community control of private architecture.

To maintain the character or individuality of a city or district once it is established is also a difficult problem. Architectural control is essential to stop the bad buildings. There should be set up an architectural board of review to pass on all building permits and see that no inharmonious, out-of-character, or out-of-color structure is permitted to break in and destroy the picture in any block or group. Otherwise all the value of the group is lost. Architectural control by municipal ordinance should be the eventual aim of all cities.

Architecture of Business Streets

By W. POPE BARNEY, Philadelphia, Pa.

An Address delivered before the American Civic Association, Oct. 20, 1930

TO THE casual observer it may seem that our business streets have become such by chance, but this is actually far from being the case. The adoption of a street for business purposes indicates that at the time of such adoption the street *was* convenient for the transaction of business. In our older cities the determining of business districts had taken place before the advent of automobiles. Since the almost universal use of motor-cars, our business streets are such because they have become established, certainly not because they continue to be convenient for the transaction of business. It is true that they are centrally located, because the town has developed around them, like a wheel around its hub. Their very centrality, however, is becoming a menace to their accessibility through the congestion of traffic which it invites, and the value of the street-frontages as sites of maximum accessibility will wane as it dawns upon our conservative minds that the accessibility is theoretical only.

If we doubt that this realization is near at hand, let us try to do business on center city streets in any way except on foot, and compare our experience with the ease and delight of shopping in the pleasant and thoroughly equipped branch of one of our great department stores located in our suburbs, where parking facilities are practically unlimited. Some decentralization is greatly to be desired, but let us look well to it that those activities which should be at the center can more profitably remain there than go elsewhere, or we shall find, ten years hence, that newer communities where traffic-lanes have been built since the automobile came into its own are growing apace, while our older cities dwindle because their hearts' blood can find no free channels to flow through.

The free flow of traffic and its correlative parking are of the most vital importance—so vital that in my estimation they should become the determining factor in the architecture of our city streets. We must face the necessity of solving this modern traffic problem in a modern way, no matter how prone we are to

long for the beguiling beauty of Old World streets (seen in our mind's eye without their clogging accompaniment of automobiles). Even the Ponte Vecchio today is no place to stand in the street, and as for Paris, an American traffic officer would not survive there a week unless he were like the policeman in Providence, R. I., with whom I once talked. I had just read the day before of a serious accident at a street intersection at the foot of two steep hills. Passing over the spot, I was caught in traffic just beside the traffic officer. "This is a mean corner," I said. "You must have a great many accidents." "No," he said, "I've never had one." "Then you have not been on duty here long." "Twenty years," said he. In answer to my look of amazement, he added, "I always jump." And yet we are often told that the traffic solution in Paris should be our model for emulation. Hear a Parisian on the subject. Le Corbusier says: "The great city is a recent event with devastating consequences, the menace of tomorrow, for the forms of our streets are not adapted to modern traffic. Most of them date from the sixteenth and seventeenth centuries. Remember that in the middle of the sixteenth century the only wheeled traffic in Paris consisted of two vehicles, the Queen's coach and that of the Princess Diane. The nineteenth and twentieth century street is adapted for horse-drawn vehicles only. In whatever direction one looks, there is everywhere congestion. Alas, we have become like the rusty engine of some out-of-date motor car—the chassis, the body, the seats (the peripheries of our cities) can carry on still, but the motor (the center) is frozen." And a New Yorker, Major Curran: "We have so many skyscrapers, so many motor vehicles, and so many subways that we can hardly move about at all. We are caught in our own coils—a poor, patient people, skyscraper sick, motor mad, subway crazy. We have become a seething mass of municipal spaghetti."

Suppose for a moment we face resolutely this appalling condition. What is to be done? There are many activities which cannot be decentralized. They are the hub of the wheel which cannot be moved without dislocation of an infinite number of spokes which radiate from it. Such are our railroad stations, our great banks, office buildings, exclusive shops, certain of our recreational activities, such as the opera and theatres, of our

cultural activities, lectures and exhibitions, and even certain of our educational centers and hospitals. These activities must have adequate provision made for their easy accessibility. That such is not now the case is only too apparent. Of what avail are superficial beauties of architectural decoration of individual buildings where this basic necessity is overlooked!

We can reroute through traffic so as to relieve central congestion, but still the traffic whose destination is the center city is so dense as to threaten suffocation of our business life, and suffocate it it will, if we complacently allow it to do so, by a continuation of our haphazard, illogical, and totally stupid placing of our great buildings, so that streets that were laid out by the limited vision of Colonial days cannot now be widened to meet twentieth century conditions.

Could anything be more unreasonable than the placing of a skyscraper on each of the four corners of a city block, bounded by narrow streets, thus fixing for years to come the inadequate width of the streets with which our older cities are cursed and leaving the center of the block for a heterogeneous collection of minor, unrelated buildings and narrow light courts with a silhouette of water-tanks, pent-houses and chimney-stacks of a most ignoble description? It is by this unrelated planning and building that our problem is perpetuated, ever becoming worse.

Let us for a moment consider the architecture of our city streets as something more fundamental than the present vogue for black synthetic marble and silver paint, more conducive to business growth than a new sign in scarlet light or a new interior of matched Russian maple inlaid with Indian ebony, foreign materials whose very presence is ironical since they bespeak a freedom of communication which the streets before our doors belie. Surely Architecture, the mother of the Arts, begotten of the wisdom of the engineer and the eye of the artist, is capable of more potency.

Suppose this same city block should be brought under the comprehensive plan of an inspired architect, and that the center of the block (which with haphazard planning was so ignobly developed) be used as the site for a super skyscraper combining all of the floor-area which has been housed in the four corner locations. Then suppose that at the base of this great skyscraper sufficient space is left for doubling the width of the street, and

also for a line of low buildings whose shop-fronts, facing the new sidewalks, close to the eye-line, are their commercial asset. By this scheme, which is all quite possible, our area for light, air, and traffic, both vehicular and pedestrian, would be immeasurably increased. Our central heating plant would become infinitely more economical, our central elevators more convenient, our common utilities for banking, dining, recreation, and even parking, more easily accessible. Our light-courts would all have been merged into a great space around the building, and the curse which our English cousins feel inseparable from the skyscraper, namely the congestion at its base and the overpowering nearness of its great mass, removed. Not only would our streets have been widened, but actually the total volume of traffic would be lessened, as much of the intercommunication would be within the great building itself.

There has been under study for the last year in Philadelphia a comprehensive development of three adjoining city blocks close to the heart of the city, which promises to achieve even greater advantages than any which could be envisioned in the development of a single block. With a property three blocks long, it would be possible to solve the problem of the shopping area, namely, the bringing of its patrons to its doors and providing parking facilities for the cars in which they come; at the same time it could constitute a group so comprehensive as to contain a sufficient number of shops, great stores, offices, banks, places of amusement and refreshment, as to be a city unto itself.

The development of such great tracts of property make possible the creation of separate levels for moving vehicles, parked vehicles, and pedestrian traffic. In the Philadelphia scheme under study, a great plaza is being proposed on a level 15 feet above the street, with double tiers of parking below it. This plaza would be surrounded by buildings and would span the traversing streets by bridges, so that the streams of traffic would correspond to the canals of Venice, over which bridges connect the piazzas. Thus would be obtained a shopping area of sufficient size to be truly comprehensive, accessible from the street-level, with the ordinary shop-windows along the normal sidewalk and with an upper level, the pedestrians' plaza, faced with a second array of shops, where the circulation would be under sheltering arcades and could be accomplished with neither

noise, inconvenience, nor danger. This plaza would be at a point of maximum accessibility, but would be raised above the nerve-wracking whirl of traffic and, by gathering what would ordinarily have been a heterogeneous collection of small light-courts into one noble open space, a liability in commercial planning would be turned into an inspiring asset, capable of very dignified and artistic treatment, and would become a new point of departure in the architecture of business districts.

It has been said that the most ideal director of architectural activity is a building committee headed by a benevolent tyrant, since this insures centralization of authority and coherence in the expression of a program. The problem of achieving splendid architectural solution for any projects greater than individual buildings becomes hard to deal with in a democracy. We have yet to learn and practice a procedure which will set free the creative ability of the engineers and architects of the world in the solving of democracy's problems, while retaining the essential control that is necessary to insure the proper execution of public or coöperative work.

The psychology of our business men, be they bankers, merchants, or lawyers, has reached the point of appreciating that beauty, appropriateness, and logical planning are tangible assets for their enterprises; that they are worth money to them, making possible a more efficient carrying on of business and at the same time furnishing an element of advertising which is inseparable from a thing well done. They do not always appreciate, however, that there is a greater good that might accrue to each, if the housing of each contributed to, and received from, the housing of its neighbors, that the architectural organization of an entire city block would be infinitely more telling esthetically and result in the elimination of a great deal of waste space, achieve finer light, wider streets, parking areas and planting, which would bring into the heart of our American cities the touch of nature we have noted with such joy in the great cities of Europe.

Then we can go forward with the achievement of the city livable, which is to my mind coincident with the city beautiful—a place where our coöperative lives may be lived fruitfully, effectively, joyfully, and with some measure of that quiet dignity which should be our heritage from our Colonial forebears,

Detroit Today

By T. GLENN PHILLIPS, Detroit, Mich.

DETROIT today is indebted to important incidents of a certain yesterday, in the year of our Lord 1700, in that Detroit was actually born of a gentlemen's bargain between Pontchartrain, Minister of Marine, and La Mothe Cadillac. Monsieur Pontchartrain promised, with the approval of King Louis XIV, to give Monsieur Cadillac 200 men of different trades and six companies of soldiers. Monsieur Cadillac promised, though adverse to his own conscience, to uphold the recent edict of His Majesty which positively prohibited intoxicants and blasphemy in the domain of New France. On July 24, 1701, Antoine de la Mothe Cadillac selected a site on the right bank of the Detroit River and there founded Fort Pontchartrain. Thus the birth of Detroit.

Beginning with a few hundred pioneer settlers in 1701, Detroit has grown in population to 1,568,662, according to the 1930 United States Census, which is 32.7 per cent of the population of the State of Michigan. Its metropolitan area totals 2,049,609. The original fort-site covered just one of our present city blocks; the city proper now covers 139 square miles. And from the small, picturesque trading-post Detroit has evolved into a Mid-West commercial center of more than 3,000 industries.

Quite similar to many other American cities, Detroit's early development was on the rectangular block plan, and adding to the difficulties of modern planning, the river frontage was divided into "French Claims" which were long, narrow parcels of land at approximately right angles to the river instead of regular sections.

This form of development was at least temporarily retarded by the newly appointed Territorial Governor and Judges, who arrived in time to supplant a proposed checker-board town layout with a plan which they devised after studying L'Enfant's plan of Washington, a copy of which Judge Woodward acquired on an official visit to the Capital.

The Governor and Judges' plan of 1806 provided for main diagonal streets 200 feet in width, other major streets of 120 feet in width, minor streets of 60 feet, and circles of 500 feet

diameter at main intersections commanding 12 radial avenues. It is quite regrettable that this plan was adhered to only for a period of less than ten years, after which additions were made to the city without any general plan or scheme. The streets of the Governor and Judges' plan that now exist in the downtown district form the nucleus of our modern plan, and with their 120- and 200-foot widths are now available for traffic purposes, even though their original purpose was for landscape treatment.

Another advance of city planning toward the Detroit plan came in 1830 when General Cass laid out five axial military roads 100 feet in width to distant forts—Jefferson, Michigan, Grand River, Woodward, and Gratiot Avenues. Under the Master Plan adopted in 1924, these are being widened to 204-foot super highways outside the city limits proper. Their important relation to Detroit may be ascertained through the fact that the population along their routes constitutes 90 per cent of the entire population of the Southern Peninsula of Michigan.

During the past ten years, on numerous occasions, we have heard the statement: "If we had only had a city planning commission fifty years ago! We would not have permitted the platting of subdivisions in such a manner as to leave a heritage of narrow, jogged, and dead-end streets. We would not have been forced to the expenditure of millions of dollars to correct the errors of our past." Strangely enough, the criticism is warranted in almost every American city except Detroit—in so far as we refer to the early developers.

For nearly a hundred years after 1830, the city just grew—without plan or logical guidance. In 1909, modern planning took root in the establishment of a City Plan Commission which was recognized officially under the charter of 1918. The City Plan Commission, with the consistent support of the Council, has been the advance agent and the guiding hand of Detroit's monumental planning accomplishments.

Especially noteworthy is the progress coincident with the Master Plan. The fact is more interesting in that the street-widths of the Master Plan practically duplicate the widths of the Governor and Judges' plan devised 120 years previous.

One-third of the right-of-way required by the Master Plan has been obtained, and 80 per cent of this acquired right-of-way has been dedicated. The City Plan Commission has promoted

street-openings and widenings that have cost the city and property owners nearly \$27,000,000 since the adoption of the Master Plan. This corrective planning and accomplishment has facilitated the free flow of individual transportation and permitted a choice of home-sites in the suburban districts, consequently it has been an important factor in discouraging tenement life and the crowding of homes in the industrial areas.

A \$10,000,000 park and recreational bond issue in 1919 has been expended with foresight and wisdom in securing additional areas for a well-rounded system of parks and playgrounds, with a total area of 2,810 acres.

Grand Boulevard forms the city's inner drive. It was established in 1880 through the surrounding farms as a horse-and-buggy pleasure-drive, with a width of 150 feet, 14 miles in length. In the absence of adequate crosstown thoroughfares, it acts as a great collecting and distributing medium for east and west traffic. East Grand Boulevard terminates at Belle Isle, which is an island park in the Detroit River, 2 miles long, with an area of 700 acres. It was originally sold by the Indians for eight barrels of rum, six pounds of paint, three rolls of tobacco, and a belt of wampum. It now provides 25 miles of pleasure-drives and facilities for all types of recreation.

The Outer Drive Boulevard, 50 miles long in and out of the city, connects River Rouge Park, Stopel Park, Palmer Park, Chandler Park, and the city airport.

Detroit motor traffic is, to a large extent, developed by the products of its own industry, and this realization has been an impelling stimulant to the forces behind the Master Plan.

During 1929, motor-vehicles registration in Wayne County showed an increase of 18 per cent. Traffic increase at nine important points in Detroit showed an increase of 27 per cent from 1929 to 1930—a ratio of 1 to 1.5 which is 50 per cent greater than the State-wide area ratio of 1 to 1. In the city, as a whole, the density of traffic increased 19.5 per cent, 1928 to 1930, which is about 10 per cent faster than the rate of increase of automobile registration in Wayne County for the same period. Moreover, during the past period of lessened industrial activities, motor traffic has continued to show a steady increase in all sections of the city. In Wayne County there is one automobile to every 3.5 people, which tends to prove that the automo-

bile has become an absolute family necessity and that we must plan for it until it is replaced by the autogiro or some other more speedy and more pleasurable means of conveyance.

A zoning ordinance is now in the process of preparation by the City Plan Commission, to be presented to the City Council this coming July.

Detroit is promoting port development through a port commission, in expectation of ocean traffic upon completion of the St. Lawrence waterway program.

The most recent additions to the City Plan of Detroit are the Ambassador Bridge across the Detroit River, the Fleetway Tunnel under the Detroit River, and the new city airport of 270 acres, with paved runways and a million-dollar hangar, which is located just twenty minutes from the heart of Detroit. The Detroit metropolitan area includes 18 active airports and 5 of these have an area of one square mile. The county airport is located near the center of the county and will serve the main industrial area.

The rapid advance of aviation gives rise to considerable concern to those who are planning and zoning Detroit today, and as we criticize the city development of past generations which has required so much costly corrective planning, let us bear in mind that we also may be criticized by succeeding generations. Who can say that our plans and developments will always fit so admirably the needs of tomorrow? Will our gigantic network of paved thoroughfares and wide super highways, which are being feverishly produced in this automotive age, stand as a colossal monument of lack of foresight and wasted energies when the airplane comes into its own? What will be the comments of the future housing experts as regards the life that we must have led in those pigeon-hole skyscrapers, which we today regard as reasonable under our prescribed restrictions?

We are planning "today" for "tomorrow" without any too much definite knowledge of what tomorrow's contingencies will be, trusting that our plans will be acknowledged to have the sound judgment that the Detroit early Governor and Judges' plan has had on the planning problems for the city 100 years hence.

A Thoroughfare Plan for Boston

By ROBERT WHITTEN, New York City

THE Boston Thoroughfare Plan is the result of more than three years of intensive work by the Boston City Planning Board and its staff. It is based on a complete traffic analysis and forecast covering the entire metropolitan district. Not only the traffic volume but the origin and destination of traffic was determined. Traffic volume between the communities in the metropolitan district was found to vary directly as the number of vehicles owned in the communities and inversely as the square of the distance between them.

The Plan and the various projects contained in it have seemed to flow naturally from the facts and conditions disclosed by the survey. The attempt has been made to plan the new facilities to harmonize with the existing appropriate development and particular pains have been taken to avoid injury to the historic interest or charm of the crooked streets of Old Boston.

Boston's street problem is unique, just as Boston is itself unique among American cities. Old Boston grew up on a small peninsula. Lots were small and streets were narrow because of the restricted area available. Old Boston became The Hub to which all roads led. It became the center of a cluster of some fifty communities. The streets of Old Boston have been patched and tinkered from time to time but no real attempt has been made to coördinate them with a major system of regional highways. The individual streets are, with few exceptions, merely local ways giving access to the abutting buildings. There are sixteen radial highways leading to Old Boston but no really adequate highway leading across or around it.

The present thoroughfare layout is defective in its radial access to Central Boston, both from the northeast and from the south. This is shown clearly by a careful timing of trips to and from Central Boston made by the Mayor's Street Traffic Survey. In thirty minutes one can travel about two times as far to the west via Beacon Street or to the northwest via the Northern Artery, as toward Chelsea, East Boston, and the North Shore; and about one and three-fourths times as far as toward Roxbury, Dorchester, and the south.

A central feature of the Thoroughfare Plan is a great north-south express road extending from the northerly city-line bordering Revere to the southerly city-line at Readville, a distance of 13.7 miles. It will connect the State highway system serving Revere, Lynn, Salem, Beverly, and other North Shore cities and towns on the north with the State highway system serving Stoughton, Taunton, Fall River, New Bedford, and neighboring towns on the south. It will also connect with a proposed new highway to Providence. This route is made up of all or parts of six major projects: North Shore Radial, East Boston Tunnel, Central Artery, Blue Hills Radial, Canterbury Parkway, and Neponset River Parkway.

This north-south express road will greatly facilitate access to Central Boston, both from the northeast and from the south, and will also furnish a quick and direct route from Chelsea and East Boston on the north to Roxbury, Dorchester, Hyde Park, and Milton on the south. Over this whole course of some 13 miles an automobile will be able to maintain an average speed of about 30 miles an hour. This is about double the present average speed. All of the outlying areas, both north and south, will be brought appreciably nearer in point of travel-time to Boston Proper. This will tend both to build up the outlying areas and to increase business in the central areas. It will also mean an enormous economic saving to the motor vehicle users and a material reduction in the cost of transporting goods and of carrying on business and industrial operations.

From this north-south route the northern part of the proposed Central Artery will give an express road connection with the present Northern Artery via the Charles River Dam, and with the proposed Charles River Parkway via Charles Street widened. From the intersection of Broadway and the proposed Blue Hills Radial an express road will extend via Castle Street and the proposed B. & A. Highway to Commonwealth Avenue at the Cottage Farm Bridge. From the Blue Hills Radial at the Dover Street Bridge there will be an express road connection with the Old Colony Parkway. The proposed Blue Hills Radial will cross the proposed Roxbury Crosstown express road, which will extend from the Old Colony Parkway at a point north of Savin Hill to the Charles River at Ashby Street. From the proposed Canterbury Parkway near Clarendon Hills there will

be an express road connection with Washington Street and the West Roxbury Parkway via the proposed Clarendon Hills Parkway. The proposed Neponset River Parkway will connect this north-south route with the Southern Artery and the southerly terminus of the Old Colony Parkway.

An important feature of the Central Artery and its southerly extension via the Blue Hills Radial will be an upper level roadway or viaduct extending from the North Station at Nashua Street to the Dover Street Bridge, a distance of about two miles. This six-lane viaduct will have a capacity of 60,000 vehicles a day traveling at an average speed of 30 miles an hour. It will by-pass the chief centers of congestion and will attract to itself approximately 40 per cent of the vehicles that are now clogging the surface streets of the central area. It will pass over Haymarket Square, over the congested surface traffic of the market district, and over all cross streets including Congress, Federal, Summer, Essex, and Kneeland. A two-level street of this kind will have from four to six times the capacity of an ordinary city street.

The Boston metropolitan district extends as a three-quarter circle having a radius of about 15 miles from the State House. The missing quadrant of the circle is occupied by the harbor and bay. It is this peculiar three-quarter-circle pattern that creates one of Boston's chief traffic problems. To get from the North Shore communities on the northeast to the South Shore communities on the southeast, one must either go by boat, travel many miles out of the way by skirting the city on the west, or push through the congested center. The Central Artery, with its upper-level roadway, is a practical way to provide for this through traffic while at the same time affording enormous relief to the traffic going to and from the Central District itself.

The principle underlying the design of main trunk highways and parkways in the proposed Thoroughfare Plan is that they should provide, in so far as it is economically feasible, for a free and continuous movement of traffic. This requires that roadway levels should be separated at the more important intersections. On the proposed Central Artery there will be a central viaduct carrying over all cross streets. On the proposed parkways provision is made for overpasses or underpasses at all

important intersections. For the Blue Hills Radial, the Roxbury Crosstown, and other major routes, a type of broad express road is recommended. For the locations selected, this type of express road is believed to be the most economical and efficient means of providing the required traffic capacity, due consideration being given to the importance of speed, safety, and comfort of travel.

The problem presented is both that of providing relief for existing congestion and of providing traffic capacity for approximately double the number of vehicles that now use the city's streets. One way to meet this problem would be to widen a large number of existing streets from their present widths of 50 to 60 feet to 80 to 100 feet. Such wholesale widenings would be enormously expensive and would not remove the chief source of congestion and delay which results from the crossings at grade. Under the conditions disclosed as the result of a careful analysis of the Boston traffic problem, the construction of a few broad express roads seemed to be the only logical and practical solution.

The typical section of the express road is 140 feet in width. It has two 10-foot sidewalks, two 40-foot roadways, and a central planting-strip 40 feet in width. The two 40-foot roadways give six 10-foot traffic lanes for free-moving traffic (that is, width for three vehicles moving abreast on each roadway) and a 10-foot space adjacent to each sidewalk for stopping and for access to abutting property. Each traffic lane should be marked by a white line on the pavement.

The 40-foot central planting-strip is just as essential as the roadways themselves. It permits the traffic from minor cross streets to weave across without stopping the through traffic of the express road.

The vehicle coming in from the side street will have to weave diagonally across three lanes of fast-moving vehicles. For this purpose a roadway length of at least 150 feet between point of entering and leaving is desirable. This is based on an allowance of 50 feet per lane of moving vehicles crossed. Where traffic is heavy, this allowance should be increased to 80 feet per lane, or a total of 240 feet. It is believed that weaving is practical until the density on the through lanes exceeds 1,200 vehicles per hour.

A Comprehensive Plan for Lexington, Kentucky and Environs

By L. SEGOE, Cincinnati, Ohio

LEXINGTON, the oldest city in Kentucky, is the first one to have an officially adopted comprehensive city plan to guide its future growth and that of its environs.

The feature of general and singular interest of this plan is in its truly regional scope. In all of its parts the plan has been developed and is being applied not only in the city, but also in so much of the surrounding area as it was estimated will likely become urbanized within the next forty years. This particularly applies to zoning, provisions for recreational and school facilities, while such features as the Major Street Plan, Transit Plan, and Subdivision Control, were extended over a much wider area, from 5 to 6 miles outside of the city limits.

This is made possible by the State Enabling Act of Kentucky for Second Class Cities, which provides for a commission of seven members, five of which are city members and two represent the county in which the city is located. The work of the Commission is limited geographically only by the limits of the county, it having the authority to include within the area to be planned as much of the territory surrounding the city and within the county as, in its opinion, bears relation to the planning or zoning of the city. Thus the City Planning and Zoning Commission, as it is called, and all of the plans and regulations prepared by it, have the same force over the entire area inside and outside of the city.

Lexington is a city rich in history and proud of its traditions. In the first half of the nineteenth century it was the cultural, social, and marketing center of a very large region. It was far famed for the excellence of its domestic and institutional architecture. Historical places and buildings and associations are in abundance in the older parts of the city. Therefore, the preparation of a city plan for Lexington presented a problem resembling more the replanning of an Old-World city than that of the typical American community. The preservation of locations of historical interest and of the charm of the places and neighborhoods associated with Lexington's past was just as much part

of the problem as the making of provisions for the city's future development.

The Zoning Plan, as all other elements of the plan, is of regional scope. It includes a belt within 2 miles outside of the city limits where most of the region's growth has taken place within the last two decades. Aside from the customary objectives of zoning, the Zoning Plan of Lexington was drawn to aid in the solution of two problems: the preservation or the rehabilitation of some of the attractive old residential neighborhoods; and the improvement of housing conditions in the poor Negro districts.

The principal problems in connection with the Major Street Plan were represented by the city's exceptionally narrow and discontinuous streets and by inadequate connections between the city's streets and the highways of the region. These have already created traffic congestion unusually severe in a city of Lexington's size. The Major Street Plan of the city and region under the recommended plan would consist of 16 radial arteries and of 5 complete belt-lines varying in width from 80 to 140 feet. A number of these have been incorporated into a system of boulevards that are to connect and supplement the present and proposed recreational areas. As a part of the Major Street Plan, a program has been developed giving in detail the projects to be undertaken in each five-year period for the next forty years.

The Subdivision Regulations apply within 3 miles of the city limits. They are so prepared as to accomplish two principal purposes: first, coordination with the general plan, especially the Major Street Plan and the Plans for Recreation and School Facilities; and, second, the obtaining of a satisfactory standard of layout and improvements in every subdivision. The subdivider is first required to obtain a tentative approval of his subdivision layout before proceeding with necessary grading or improvements, and the final approval that admits the plat to public record is made contingent upon the satisfactory completion of all essential improvements.

The Transit Plan, to be carried out step by step and parallel with the effectuation of the Major Street Plan, will accomplish a reduction in the duplication of service, will straighten out tortuous routes, eliminate unnecessary turns in the central business district, provide for street railway and motor bus-

extensions, coördinate the Transit Plan with other features of the city plan, and aims to raise the quality of service and increase the efficiency and economy of operation. The present transit system, with a route mileage of 36.8 of street car-lines and bus-lines, affects an area of 7.35 square miles, while the proposed transit system, with a route mileage of 43.73, will serve an area of approximately 10 square miles.

The problem in Lexington in connection with the steam railroads consists principally of the elimination or reduction of the accident, danger, and delays at grade crossings. The city enjoys exceptionally ample railroad facilities. Three railroad companies operate six divisions in and out of Lexington. With very few exceptions these radiating railroad lines cross the streets of the city at grade. There are at least 18 important grade crossings. A Grade Separation Plan was developed which includes the elimination of seven of the most important crossings, which, together with certain changes recommended in operating methods, would reduce the present potential danger in the city due to grade crossing conditions by 70 per cent, and street traffic delays by 80 per cent. The plan is accompanied by an order of urgency and program for eliminating the seven grade crossings.

At the beginning of the work on the city plan there were only 42.53 acres of publicly owned and operated parks and playgrounds in the entire city exclusive of school playgrounds, or one acre for each 1,300 persons in the urban area. The Plan for the Recreational System recommends the acquisition of approximately 132 acres in city parks and playgrounds, plus 900 acres in two outlying reservations, all within the next forty years, which would give one acre of city park and playground area for each 470 persons, and one acre of recreational areas of all kinds exclusive of school playgrounds to each 80 persons. The plan is accompanied by a program which shows the park and playground properties to be acquired in each five-year period in the next forty years.

The Plan of School Facilities prepared separately for the white and the Negro population recommends a school system composed of 25 schools in 21 school plants which is to serve, by 1970, an estimated population of 84,000. The present school system, which cares for an estimated population of 57,000, consists of 24 schools in 21 school plants. The proposed plan

recommends the retaining of seven existing schools and two existing school locations, the abandonment of 12 existing school-sites, the building of 16 new schools in 14 school plants, and the acquisition of 56.4 acres of property for new school-sites and for providing adequate play-space in connection with existing schools.

The plan developed for the grouping of public buildings, which is an amplification of an earlier plan in accordance with which the new City Hall has been located, purports to unite a number of public and semi-public buildings in a harmonious composition. This is centered about the new City Hall, located within a short distance of the center of the downtown business district, near but to the side of the focal point of the city's major street system.

The recommendations for the gradual installation of an up-to-date street lighting system include a program for installations year by year for a great many years to come.

The report on street tree planting advocates the placing of the planting and care of street trees under municipal control. At the same time it sets forth the suitable type of trees and advises as to the appropriate methods of planting and care.

A series of recommendations is contained in the report on signs, billboards, street fixtures—all intended to improve the general appearance of the city.

The reports on legislation and finance deal with the legislation which needs to be obtained to aid in the carrying out of the plan, and presents an analysis of the resources available for the financing of the improvements recommended, which themselves were so programmed in consideration of such resources.

The State Enabling Act under which the City Planning and Zoning Commission of Lexington was organized was passed May, 1928. The Commission was appointed on June 27, 1928. In August, a temporary zoning ordinance was adopted to "hold on" to the city until a comprehensive zoning ordinance could be prepared and put into effect. Work on the comprehensive plan was started in December, 1929, and completed in April, 1930. Subdivision regulations were put into effect in June, 1927, and the Zoning Ordinance in May, 1930. All of the plans prepared by the City Planning and Zoning Commission were adopted by the legislative body of the city, the City Commis-

sion, thereby making the plan official at least in so far as the city is concerned.

Soon after the adoption of the Plan and Program for the Recreation System, the city purchased two park areas with an aggregate of 33 acres, in accordance with the recommendations of such plan, thereby nearly doubling the city's recreational acreage. The grade crossing first in the program of elimination of the Commission's plan was completed in the fall of 1930. Part of a proposed boulevard about 2,500 feet in length has been completed, and a new and highly important entrance to the central district of the city, which is to relieve much of the traffic on the city's most congested business street, will soon be under construction, all in accordance with the Major Street Plan. The dedication of thousands of feet of rights-of-way from 80 to 140 feet wide was secured as a result of subdivision control, also in accordance with the Major Street Plan.

Kansas City Traffic Study

By MILLER McCLINTOCK, Boston, Mass.

KANSAS CITY, Missouri, recently adopted an entirely new plan for traffic regulation based upon a twelve-months' study of local traffic problems conducted by the Albert Russel Erskine Bureau of Harvard University under the sponsorship of the City-Wide Traffic Committee of the Kansas City Chamber of Commerce.

These studies revealed a number of interesting facts about the growth and activities of the city. The compact central business district was found to attract approximately 400,000 persons on an average business day. This traffic is equal to approximately 100 per cent of the population of the city proper.

The private automobile was found to be the most important type of personal transportation, accounting for 35 per cent of the central district movements. The street car was a close second, accounting for 33 per cent of the traffic. As is typical of many cities of moderate size, a substantial part of the business traffic was found to be composed of pedestrians. They numbered 23 per cent. The remainder of the traffic was distributed among taxicab, bus, and other types of vehicles. In

the retail stores, approximately 60 per cent of the sales were to street-car or bus passengers, but these accounted for less than 40 per cent of the value of sales. On the other hand, automobile customers contributed only 33 per cent of the number of sales, but these accounted for more than 50 per cent of the value of sales. Patrons with automobiles parked in garages or lots were found to be far more important to retail trade than were those who left their vehicles parked at the curb.

The studies resulted in many changes in traffic control. A new set of regulations consistent with the uniform recommendations of the National Conference on Street and Highway Safety was passed by the City Council. Analysis of the congestion problem in the central business district resulted in the installation of a coördinated system of flexible progressive traffic signals covering an area of thirty-two intersections. According to the plan, this system will be enlarged in the near future.

Studies following the original installation indicated that the signals had reduced traffic delays by more than 50 per cent, and had greatly increased the safety and convenience of pedestrian as well as other forms of traffic.

From an administrative standpoint, the results of the study are not without importance. As in many other cities, the street problem in Kansas City had been handled in a haphazard and non-technical manner by various public departments. Ordinances resulting from the plan concentrate practically all of the discretionary power over traffic regulations in the hands of the Director of the Department of Public Works. In order that this power may be exercised in a proper manner, the Director is provided with an assistant in the person of a City Traffic Engineer.

Kansas City is the fourteenth American city to create a City Traffic Engineer's office. This is indicative of the rapidity with which the traffic problem has grown, for all of these offices have been established within the past six years.

The analysis of the exercise of punitive powers by the Police Department and Court showed that these functions are very poorly organized and were ineffective in contributing the necessary discipline to offenders. A new procedure for the handling of traffic cases was proposed but time has not yet revealed what the outcome of these recommendations will be.

Planning Arkansas' Capital City, Little Rock

By JOHN NOLEN, Cambridge, Mass.

ALMOST geographically in the center of the State of Arkansas, on a site overlooking the gracefully sweeping, although muddy watered, Arkansas River, stands the growing city of Little Rock. Picturesque in site, it is still more so in name. The great river from its junction with the Mississippi flows through a broad expanse of flat country, portions of which are still well wooded with pine. In the many meandering miles from the eastern boundary of the State, the first rock springs to the surface on the south bank of the river at this point. The French explorers, on noting the change, descriptively fixed the spot by the appropriate name of "Little Rock," in contrast to the great rocky cliffs visible only a few miles to the westward. The trading post established here took this name; the succeeding town, laid out in gridiron fashion, retained the name; and now the city, prominent in business and industry throughout a great area of the South, preserves this significant name as the capital of one of our forty-eight States.

The fundamental planning problems confronting the city are its inheritances, and include both the physical features and the tendencies handed down. The problem of circulation is one of the greatest scope—Little Rock is "over-streeted" but "under-thoroughfared." Tradition has caused a 300-foot block to be imprinted on the land as the city pushed out beyond its early borders. Consequently, there is a tremendous street-mileage and outlay for street pavement. General uniformity of street-width has led to confusion and congestion of vehicular traffic. The approaches to the city, often fixed by some controlling factors, generally have been liabilities. In use of land, the city was well favored originally by good judgment in the allocation for various purposes. Time and the inherited tendencies have again laid heavy toll upon the city. Concentration of population and the growth of business and industry started a movement out of the inner portion of the city. The excessive residential exodus caused a blighted condition in the old area and the renewal of the square, 300-foot block on radically different

soil, and topographical conditions perpetuated the older difficulties and added fresh ones in the new areas. In recreational facilities the city was not well favored, and for years the only playgrounds were streets and vacant lots, and the only park was the old military reservation acquired from the Government in 1893.

By 1913 certain citizens had felt the deficiencies of the city, particularly relating to parks, and the Little Rock Parkways Association was formed. The purpose of the organization was to promote the development of a system of parks and parkways. A General Plan for the Park System was prepared in the same year which provided not only for parks, reservations, and parkways, playgrounds and schoolgrounds, and for the State Capitol, but also for a Civic Center. The work and the plan were apparently too far advanced for general public opinion to favor anything like the comprehensive acquisition of land and the development of it for recreational use. A stimulus was planted, however, and several tracts of land were acquired by gift or purchase for park purposes, and two fine bridges were constructed, giving appropriate access to the city from the north.

By 1928, the public opinion had grown, a City Planning Board was appointed, and asked that a Comprehensive City Plan be prepared, not only providing for parks and playgrounds, but for the general planning of the entire city. The city called in the same city planner who prepared the Park Plan of 1913, and by 1930 the City Plan for Little Rock had been completed and the report presented to the City Council. The Plan and Report were published in order that everyone might have access to the recommendations.

The stimulus of the program of civic development has already produced results that have more than paid the cost of the city plan. A check-up had produced this almost romantic list of achievements.

A State City Planning and Zoning Enabling Act, has given the city planning jurisdiction 5 miles beyond the city limits.

A City Planning Commission was appointed to function under the authority of the State act.

A tract of 230 acres has been given to the city for general park purposes, now known as Boyle Park.

Approximately \$30,000 has been spent improving the Boyle Park tract.

The Municipal Golf Course has been doubled in capacity.

The City Hospital has been increased in capacity through the addition of a contagious diseases building and a nurses' home.

A Junior High School has been erected for colored children, a model school in equipment and space.

The School Board has initiated a program of recreational instruction throughout the city, begun the acquisition of land and the construction of a complete high school athletic field.

A direct thoroughfare, with a 40-foot pavement, has been cut through from the central section of the city to the northwest section of the country beyond.

The Municipal Airport is being developed within 3 miles of the Little Rock Post Office.

Three new fire stations have been built in strategic locations.

Selected downtown streets have been widened within their present rights-of-way.

A new Federal Building has been authorized and land purchased.

The county has developed a portion of its unbuilt-upon property as a downtown park.

The Old State House and grounds have been redeemed from a chaotic condition to a dignified example of the Greek revival style.

The grounds of the present State Capitol have been vastly improved.

The preparation of plans has been authorized for the two beautiful ravines constituting Allsopp Park.

In most cases the improvements have been executed either in direct conformity with the recommendations of the city plan, or where it has been necessary to deviate, very largely in a sympathetic manner. There is no longer a feeling that while city planning is a good thing, it may hurt business. A guiding figure in developing the public mind to an appreciation of the tremendous value of planning ahead has been J. N. Heiskell. It was he that fostered the Little Rock Parkways Association, later secured the appointment of the first City Planning agency, and now is the head of the City Planning Commission.

Rochester's Major Street Plan and Official Maps

By CAREY H. BROWN, Executive Director, Rochester
Civic Improvement Association

ON APRIL 27, 1931, the City Council of Rochester, after public hearings before the City Planning and Zoning Committee and later before the entire Council, amended the official map of the city to include the complete Major Street Plan. Several months previously the Assessor's map showing existing conditions had been adopted as the official map under provisions of State law. Amendment to include the mapped streets of the plan was accomplished under the provision authorizing Council "... whenever and as often as it may deem it for the public interest, to change or add to the official map or plan of the city so as to lay out new streets, highways, or parks, or to widen or close existing streets, highways, or parks."

The effect of this action is to regulate future building upon mapped streets. The law provides that no permit shall hereafter be issued for a building encroaching upon a mapped street-line, with a proviso that the Board of Appeals after public hearing may have power to permit a building "which will as little as practicable increase the cost of opening such street or highway, or tend to cause a change of such official map or plan."

Rochester has thus established its complete Major Street Plan and begun the development of the expanded street system necessary to serve the growing community. The decision to place the entire plan upon the official map instead of only a few projects slated for early execution, is based upon the desire to carry out a truly comprehensive project, foreseeing the traffic needs of all sections of the city and providing to the maximum extent for the savings which will result from preventing further encroachment upon areas destined to be taken for street purposes. In view of the custom of financing major street improvements in part from general revenues and in part from special assessments, neglect of any section of the city in preparation of the official map would add to the amounts ultimately to be collected from that area as special assessments, as well as to the general taxes.

Preparation of the Plan. The Major Street Plan as adopted is based upon a report made by Bartholomew and Associates in May, 1930, at which time their recommendations were publicly presented. The Major Street Report was issued in attractive printed form and widely circulated. Approximately a year was utilized by the City Planning Board in developing the plan in detail and transferring this detail to the 200-foot scale-sheets constituting the previously adopted "as was" official map. This period was utilized also to acquaint the public with the extent and character of the proposals, this phase of the work being the function of the Civic Improvement Association.

Indication of the plan in detail on the large scale-sheets will be effective in avoiding controversy as to the specific intent of the official maps. All mapped street-lines are so dimensioned that their location is definitely fixed with reference to existing known lines. The city's admirable system of geodetic control developed over the past years permitted this accurate delineation of the plan.

The progress of Bartholomew's studies, followed by general public acceptance of his proposals, was aided by the fact that since 1911 Rochester has devoted much time and attention to the adjustment of a street system complicated by many jogs, dead-ends, and other defects. This activity has been directed successively by Edwin A. Fisher and Arthur L. Vedder, the former now being Engineer Emeritus of the City and the latter Secretary of the Planning Board. The success of many individual projects which the city has undertaken in the past, and the fact that Bartholomew's studies supported many long-discussed proposals, were most important in developing the favorable public opinion which has led to official adoption of the entire plan.

Nature and Extent of the Plan. The Major Street Plan has a framework consisting of a boundary street about the central traffic district, 11 main radials, a north and a south by-pass. Each of these is a 100-foot street, to provide, ultimately, an 8-lane roadway. East and west by-passes of similar width are unnecessary since Lake Ontario cuts off traffic to the north. To this framework of 100-foot streets are added the various cross-town and diagonal routes, mostly 80 feet or 6 lanes in

width, with a few 4-lane routes. Within the central traffic district proposed improvements are shown in detail, whether or not parts of the thoroughfare system.

Most of the mileage of streets involved in the system is now of 66-foot width. It is unfortunate that earlier generations of engineers and surveyors, using the rod as a basis of measurement, decided upon four rather than five. On the other hand, many miles of streets in residential areas have for several years been regulated by a front-yard requirement under zoning. This action, while not taken with street-widening in view, will facilitate that operation. Unfortunately, this set-back was not maintained when residences were converted into local business blocks. In several cases attempt has been made to stretch the capacity of a 66-foot street to 6 lanes by putting down a 50-foot paving with 8-foot sidewalks. Both roadway and sidewalk are too narrow, however, properly to serve business frontage, especially on car-line streets.

Administration of the Official Map. This matter will require very careful attention. Rochester is fortunate in that its Board of Appeals, upon which successful administration will largely depend, is familiar with the city's planning problems through several years' experience with zoning. Sections of Bartholomew's Report dealing with elements of the plan other than streets have been submitted from time to time. Of these the law contemplates designation of proposed park areas as well as streets on the official map. Building encroachments on mapped parks are not regulated, but inclusion on the map will aid in retaining the areas intact. Upon completion of the Park Plan, steps will no doubt be taken to add it to the official map.

The Civic Improvement Association was formed "to strive for the development of Rochester and environs in accordance with an adequate and comprehensive plan." Its program contemplates not only official adoption or recognition of planning proposals in the form recommended by the City Planning Board, but also the development of a work program and a long-term financial program, looking to the successive execution of planned improvements in accordance with a prepared schedule. The Monroe County Regional Planning Board, proceeding with its studies outside the city, will find the city's Major Street Plan of great value.

A Major Street Plan for San Diego

By GLENN A. RICK, San Diego, Calif.

THE problem of a Major Street Plan is particularly acute in those cities which are manifesting a rapid growth of development. And it is of the utmost importance in a city which, unfortunately, has led the country in automobile death-rate. The fact that San Diego has doubled in population in the past ten years might explain, in a measure, the reason for its high rate of automobile fatalities. However, there are other contributing factors which must be studied in the solution of its imperative problem.

This problem includes not only the reduction of a high fatalities record, but also the necessity of quick and economical transportation of goods and people from every part of the city to every other part.

The topography of the city is an element which presents certain difficulties. It rises from sea-level to over 400 feet, and, of course, the level stretches are interspersed with canyons. This fact is often responsible for the heavy traffic on the only available street; in other words, it often happens that there is only one possible street between two given points.

Another item of considerable importance, which must be recognized in a Major Street Plan, is the fact that there is always a high tourist travel and on week-ends San Diego is the mecca of thousands of autoists. This tourist travel, combined with the fact that San Diego possesses one car for every 2.5 persons, puts considerable burden upon the street system.

The solution of the San Diego traffic problem has long been given careful study and consideration by local officials, and was also treated by John Nolen in his "Comprehensive Plan for San Diego" published in 1924. Since that date the Major Street Plan has received more detailed study and is the subject of a recent report by the City Planning Commission, "A Major Street Plan for San Diego." This report was made under the direction of Kenneth Gardner, City Planning Engineer.

The plan involves a total of 268 miles of major and secondary highways. Of this mileage it is stated that 103 miles are of sufficient width, 135 miles should be widened, and 30 miles

should be acquired. The report contains a list of 23 of the most important street-widening projects, 24 street intersections and jogs to be eliminated, 15 street extensions and new streets, and 16 bridges, viaducts, and underpasses necessary to complete the plan. The report also urges the completion of a circuitous parkway system to afford motorists pleasant, scenic roadways from one point of interest to another within the city and its environs. This parkway system is planned to utilize the canyons as a distinctive element.

This report, like other similar reports, does not advocate the immediate development of the scheme presented; instead, it offers the plan for development over a long period of years. It urges a budgeting of capital expenditures in order to provide an orderly growth, year by year, in the matter of corrective planning. It touches briefly upon the fact that a major street system can be acquired in new areas through the medium of subdivision control and states that several miles of major and secondary highways have been thus acquired in the past.

In lieu of an expensive street-widening plan at the present time, the city has adopted a policy of establishing setback lines in order to do economically the actual widening without moving expensive buildings.

Several miles of setback lines have been established along those streets marked for future widening. Many new structures erected along those streets have, therefore, been built in accordance with the new street-lines. There are also exceptional cases where it has been undesirable from the owner's standpoint to keep his building back to the new line, and in such cases, where it is so recommended by the Planning Commission, an exception to the setback ordinance has been granted; provided, however, that the owner signs an agreement (which is, of course, recorded and follows the deed to the property) wherein he agrees to move the building back at his own expense when the city actually starts widening proceedings.

The Major Street Plan has been developed coördinately with the Zone Plan particularly, and with reference to the Park and Recreation Plan as well as other incidental elements.

In the words of the report, "Great care has been employed to submit a plan that is practical, consistent with modern highway practice, and possible of achievement."

Bayonne Continues to Plan

By CHARLES HERRICK, Bayonne, N. J.

IN THE American Civic Annual for 1930, Harold M. Lewis described "The New Bayonne Water-Front," the first project which the City Plan Commission of Bayonne studied. This project was urgent, as it involved coöperation with the State Highway Commission in the construction of a highway to connect the Holland Tunnels with the Kill van Kull Bridge, which will be completed in 1932. In January of this year, the State Highway Commission officially adopted the plan proposed by the Plan Commission, and there are now only a few minor details to arrange before construction will start on this great reclamation project.

During the past year, the Plan Commission, with the help of Mr. Lewis, has been working toward the development of a comprehensive plan. Their 1930 Report contains chapters on Transit and Transportation Plan, Main Highway Plan, and a Civic Center Plan, all supporting a plan for developing the submerged lands on the eastern side of the city.

Most of the New York Bay water-front of Bayonne closely resembles its original appearance when the white man first settled on these shores three hundred years ago. Back of the established bulkhead line is an area within the city of Bayonne of about 770 acres of lands overlaid with water averaging only 4 feet in depth below mean low tide. The distance from the shore to the bulkhead line is over a mile. Outside of this line is another tremendous area of shallow water available for commercial development. This area is only about 3,000 feet from the principal anchorages and main channel of the Port of New York, and is within 5 miles of the main business center of Manhattan.

All other equally advantageous locations in the New York Region have already been developed, so that costly improvements would have to be torn down and established business interrupted in order to develop modern docks and terminals on a large scale. In Bayonne, the area is free of all encumbrances, and a modern port and industrial development can now be carried out here more economically than at any other part of the port district.

In 1916 an attempt was made to develop Bayonne's water-front on New York Bay, but the war interfered with its consummation at that time. Much has occurred since to increase the advantages of this water-front. The Port of New York Authority has been created and has placed in operation a marginal belt-line which gives this site real unified freight service. The Holland Tunnel has been completed; the Hudson River Bridge and Kill van Kull Bridge are under construction; and these will soon give Bayonne better highway connections to the north and south.

The City Plan Commission recommends that a substantial part of these reclaimed areas be devoted to industrial uses which would bring the greatest incidental advantages to Bayonne; that the water-front section be retained permanently in public ownership, but rented at a rate which would cover all expenses incurred by the city for this project; and that the area be developed with adequate railroad and highway systems conforming with a general plan for rail and highway communications within the city as a whole.

The city plan includes a proposal for a new East Side Industrial Highway, connecting with the Kill van Kull Bridge, crossing the Central Railroad tracks on a viaduct nearly half a mile long, and forming the main north and south artery of the street system for the land reclaimed from New York Bay. At the city-line it would join a new highway which Jersey City proposes to connect its industrial districts on New York Bay with the Holland Tunnel.

The railroad facilities in Bayonne are already excellent. With the electrification of the Central Railroad of New Jersey and a direct connection to Manhattan, as has been proposed by various public agencies, an ideal commuting service would be provided. Both the Regional Plan of New York and the North Jersey Transit Commission recommend new union passenger stations, one on Staten Island and the other on the Hackensack Meadows. There should be a connection between them, passing through Bayonne, which would require about two miles of new track and a tunnel under the Kill van Kull.

The 1930 studies of the Bayonne City Plan Commission show that the time has arrived for the city to take its rightful place in the larger affairs of the New York metropolitan area.

East Bay Region Plans Park Extension

By SAMUEL C. MAY, Berkeley, Calif.

RARELY, if ever, have topography and circumstances combined to produce for any metropolitan area in the United States the unique regional park opportunity which today confronts the half million people residing in Oakland, Berkeley, Alameda, and the other six cities which constitute the built-up sections occupying the level lands bordering the eastern shore of San Francisco Bay. A chain of lofty hills restricts the eastward growth of this metropolitan community for 22 miles. These elevated lands, owned by private water companies, for many years had been reserved for water-catchment purposes. Several years ago, however, the nine cities combined in forming a Utility District which issued \$65,000,000 in bonds for the purposes of bringing an adequate water-supply from the distant Sierras and for securing a distributing system. In negotiating with a privately owned water company for the purchase of the local distributing system, it became necessary to purchase all of the land-holdings of this company, although most of the territory was in no way necessary or even related to the present water-system. These peculiar circumstances have resulted in the public ownership of 40,000 acres of ideally located scenic park lands immediately adjacent to the built-up sections of the area.

The recreational possibilities of this area at once became apparent to many representative citizens in the Bay Region, with the result that the Bureau of Public Administration at the University of California was requested to make a survey to determine what lands could most advantageously be set aside for park purposes. The services of Olmsted Brothers, landscape architects, and of Ansel F. Hall, of the National Park Service, were secured by the University, and the distribution of several thousand copies of their report has created a wide-spread interest in the project. Their recommendations call for a 22-mile strip of approximately 11,000 acres as a metropolitan park. A large and enthusiastic organization, known as the East Bay Regional Park Association, has sponsored the report and is conducting an extensive educational campaign with the expectation of

securing a sufficient expression of public opinion to justify the necessary Government action.

The present law under which the Utility District is operating does not permit the creation of parks, and it will be necessary either to amend the law or to create a Park District having the same territory as that of the present Utility District to which the proposed park lands can be transferred. The present directors of the District approve the latter alternative in order that the bonds issued for water purposes may be amortized by new bonds issued for park purposes. The East Bay Regional Park Association is strongly in favor of having the present directors operate the park lands through an amendment to the law and without additional bond issues or new governmental agencies. It is hoped that negotiations will lead to a speedy realization of a regional park along the lines set forth in the University of California's report, for everyone seems agreed that these lands have far greater value for park purposes than for any other use.

For over 20 miles this chain of hills borders the metropolitan area, and from its heights can be viewed an amazingly beautiful combination of mountain and marine scenery. The broad expanse of San Francisco Bay, the purple mountains of Marin, and out beyond the Golden Gate the sea, stretch in vast panorama to the west, while toward the east the towering bulk of Mt. Diablo rises from the ever-changing color of the California hills. The great variety of hill and valley, forest and plain, the absence of winter cold or summer heat, and the easy accessibility from all parts of the urban area, brings to the fortunate people of the East Bay cities a continuous opportunity for the enjoyment of the great outdoors under favorable conditions.

By a strange coincidence a similar situation exists on the San Francisco side of the Bay through the purchase of the Spring Valley Water System by the city and county of San Francisco. Should San Francisco take advantage of the existing opportunity to set aside these publicly owned lands for park purposes from San Mateo north along the ocean to the Golden Gate Bridge, a great circuit could be continued on through Marin, and thus would be created for the San Francisco and Oakland metropolitan region a magnificent, interesting, and conveniently available park drive and varied playground which would be unsurpassed in all the land.

Chicago's North Shore Suburbs

By MARY L. LANGWORTHY, Winnetka, Ill.

BETWEEN the cities of Evanston on the south, lying next to Chicago, and Waukegan on the north at the Wisconsin State-line, lies a strip of little suburban towns (two of them incorporated as cities) which have grown up slowly enough to insure a development of homogeneous tastes in many particulars. They are Wilmette, Kenilworth, Winnetka, Glencoe, Highland Park, Lake Forest, and Lake Bluff.

So much alike are these towns that a stranger, driving through them, could hardly tell where one left off and another began, though each one has its own municipal government and they occupy portions of two counties, Cook and Lake.

Some of them are quite old for this part of the country, but, fortunately for their attractiveness, they have lived down their early architectural beginnings. There are still traces of a trail of, perhaps, the least beautiful houses ever built, all alike in essential details such as cupolas, towers, turrets, and mansard roofs. They were put up by a real estate syndicate about sixty years ago, in the first real effort to people the north shore. Most of the houses have disappeared or been made over to fit the less elaborate taste of this period, but the movement which they began has never stopped, increasing almost too rapidly, as the years go on, until now one can hardly find a dividing-line between the towns.

On one side of this strip of suburbs lies that most magnificent inland sea, Lake Michigan, and on the other, the Skokie Valley, an ancient, saucer-like river-bed that used to be considered a hopeless waste of peat and mud. The advance of building is taking in this flat valley, with its magnificent sunsets and cool night breezes; many of the largest and finest estates on the north shore are now on this ground. In addition, the Skokie provides great play-spaces which have been utilized by far-seeing park boards. Winnetka, Glencoe, Highland Park, and Lake Forest have created municipal golf courses on this land, and Lake Bluff has made recent plans to do the same thing. A large amount of the Skokie has been taken by the Forest Preserve Commission for permanent play-spaces for the people, which guarantees

protection from any future industrial development and gives assurance of the continued home character of the whole district.

The Chicago Regional Planning Association has been of the greatest possible help in guiding the recent development of the north shore. Their campaign of education in regard to location of roads, of playgrounds, and of the correct proportion of commercial areas in towns has had its fruit in the preservation of the residential, home-owning type of population.

The principles of zoning have been adopted from time to time by all of the municipalities, until each has its zoning code and a zoning board to assist in its enforcement. Thus, they have firmly resisted the modern tendency toward apartments and other multiple-family homes; there are very few such developments throughout the district, and those are mostly in the commercial zones. Consequently, the would-be home-owner, whether he builds a \$10,000 or \$100,000 house, is secure in the knowledge that his view will not be cut off by a flat building nor his property value cut by such a development. It is unthinkable that this should be changed, for it has come about, not so much by inter-village agreement as by a similarity of taste and ideals.

Public Buildings. A number of these villages have erected very beautiful public buildings. Wilmette, which is often spoken of as "the village of churches," has just added to its already creditable number a fine stone church and the magnificent and unique Bahai Temple, as well as a modern and attractive school-building of low, spreading design.

Winnetka is now watching the completion of a large and handsome parish house of stone, and will soon see the rising of a cathedral type of church to replace an outgrown one. This town, a few years ago, needing a large junior high school and having exhausted its school bonding power, raised the necessary funds by popular subscription and presented the building to the school board.

Glencoe has lately built two handsome Colonial-type schools; Kenilworth and Highland Park also have charming and unusual school-buildings. The feeling for the New England architecture comes out again in the finely proportioned and stately Village Halls of Winnetka and Highland Park, so fine that they seem to stand for good government, on the face of it. All of the villages have good library buildings, some of real beauty.

Business Buildings. One somehow expects exalted architecture to represent religious and educational ideals, but a rare modern development is that of making the business section of a town attractive. For many long years, in America, the market-place has been so ugly that it must have taken a vital combination of purchasing necessity, with keen commercial methods, to induce any kind of shopping. One recalls, easily, whole streets of frame stores with sham fronts extending above the peaked roofs, of uneven sidewalks and little square shops built out in front of old dwelling houses, the ugliest and most undignified of business approaches. The north shore towns lacked none of these conditions, even after many years of handsome development in their residential sections.

About ten years ago, however, the leaven of a few isolated shops of excellent design and material began to work and in the last few years, several of the villages have reconstructed, at great cost, their whole business areas. Lake Forest, through a syndicate of local home-owners, realized that everything in the village was beautiful except the center of it, which was the first and often the only part that the traveling public ever saw. They proceeded to buy up a large section of the business district, razed the buildings, and put up a charming English village square for the buying and selling incident to housekeeping, for no other commerce is encouraged anywhere along the north shore. This architectural effect took the fancy of the other suburbs, and Winnetka began to replace her old shops with the same style of delightful buildings; its development along this line was achieved more slowly, but now it has about twenty-five such structures, and the downtown section is taking on a semblance of real charm which makes shopping a pleasure. One finds the type pretty well established all along the shore and in every town good business blocks are seen. Wilmette has several new and comely shops; Kenilworth, which is the easiest one to control because, like Juno, it sprang full fledged from the head of a syndicate of home-owners, has one such new building; Glencoe has three or four notable examples, and Highland Park has four, besides its Village Hall. In a few years all the business houses on the shore will have responded to this improved public opinion.

Sub-Stations. Ravinia is the home of the famous summer grand

opera, and was for many years simply a summer colony built around Ravinia Park; now it is a part of Highland Park, just as Indian Hill and Hubbard Woods are parts of Winnetka, and is an all-year-round commuters' home. In Ravinia is to be seen an unusual and charming schoolhouse built over and on the edges of a shallow ravine; in fact, one may see homes built on the rims of the delightful ravines all about this community, where the residents make the most of this feature of the landscape.

Roads. One of the most trying questions in this machine-age village development is that of heavy traffic streets. There must be certain avenues for such traffic between towns, and everyone acknowledges it, but no one wants them to run in front of his house. This problem, after years of conference and compromise, is being satisfactorily solved in this locality by the establishment of such a route, next to the railroad, from Chicago to the Wisconsin line. Each village, with county aid, is building its own section, of uniform width and strength, and several sections are already finished. This road has various names in various municipalities, but there are indications that the old name of Green Bay Road which it now bears in some towns will be adopted in all of them, to avoid confusion and indicate a continuous route. Sheridan Road, which connects all the villages lying next to the Lake, will be kept a 40-foot road, for pleasure cars only. There is a well-established plan throughout the district to retain the home character of the streets within the villages by making them no more than 40 feet wide and confining all through-traffic to the routes designed for it. Much relief has already been felt in the completion of a part of the new State road, Skokie Boulevard, which lies west of the villages and will run from Chicago to Wisconsin; this will act as a conductor of much of the interstate traffic.

Beach Development. Lake Michigan is one of the chief physical charms of the north shore, and the people know it. Every town has its beach park, with substantial and appropriate bath-houses where there are bath attendants, police protection, and life-guards. These bath-houses are so cleverly built into the foot of the high bluff that rims the lake that they form a pleasant complement to the scenery of the shore. Grass and trees grow almost to the water's edge, giving a sense of coolness and relief to the eyes that is lacking in the ocean beaches; bathing-piers stretch ou

into the lake, providing facilities for diving and deep swimming. The beaches are the property and care of the Park Boards.

As one becomes more acquainted with these congenial suburbs of a great and complex city, one realizes that if the time should ever come when, to guard against the encroachments of the city life, they were forced to unite into a more concrete union, they would find that they are already one in many points of taste, motives, and ideals for they have been unconsciously developing along the same lines for all the years of their lives.

A Collaborative Plan for Three Suburban Villages

By GEORGE WHEELER OLCOTT
Associate of Jacob L. Crane, Jr., Chicago, Ill.

LA GRANGE, Western Springs, and La Grange Park, three contiguous suburban villages near Chicago, have shown great forethought by joining forces in the study of their future development. Their many planning problems affect all three towns, and the actual solution of the problems is made possible only by joint planning and substantial agreement upon solutions. The need for planning does not stop at the eastern limits of La Grange nor at the western limits of Western Springs. However, within the three towns, under the arrangement for joint plans, correlated ordinances, regulations and procedures, each town can give proper recognition to the others and the correctness and effectiveness of the plans are far better assured than would be possible for any one of the towns alone.

La Grange, the social and business center of the three towns, population 10,100, is situated 15 miles southwest of the Chicago Union Station on the Chicago, Burlington & Quincy Railroad; La Grange Park, population 2,942, lies north of La Grange; and Western Springs, a village of 3,893, adjoins it on the west. The three towns are in the line of the outward pushing of intense city development from which they expect considerable growth.

One of the most important facts about their situation is that a great bulk of Cook County Forest Preserve borders the

villages on the north. The position of this park is a permanent factor that establishes the character of the district, severs these towns from those farther north, and furnishes a great recreational area. Growth to the east and west is blocked by other suburbs, hence future development must be to the south. This is limited at present by the distance from the railroad, as all three villages have a large majority of commuter families.

The two most important problems to be taken care of in the plans are the preservation of the suburban character of the villages and the handling of the ever-increasing highway traffic.

Thirteen major highways pass through this area of less than 9 square miles on streets originally designed for purely local traffic. Limited by financial capacity, the plans for the settled portion of the villages propose parallel streets to serve one stream of traffic instead of the costly widening of one street sufficient to carry all the traffic. Special building-lines have been established in the unbuilt sections to prevent encroachment of new buildings on future street widenings. Grade separations are proposed at important outlying highway intersections and all railroad crossings.

For suburban villages like these, the appearance of the street is an extremely important matter, and throughout the study careful consideration was given to preserving planting-strips wide enough for trees and shrubbery, to maintaining suitable building-lines, and to making widths of the various items in the street cross-sections balance in an agreeable and attractive way.

The three villages have had zoning plans in operation for several years, each made previous to the recent rapid growth and without regard to neighboring villages. In the collaborative study it was found that the La Grange and Western Springs plans needed only slight changes to keep in harmony with the broader control of development. The zoning of La Grange Park, however, was out of proportion, harmful to itself, and quite inharmonious with the collaborative plan for the development of the three villages. There was too much business zoned in certain districts and not enough in others. A residential district had been zoned industrial and apartment districts were scattered without apparent plan. The new zoning establishes the character of the villages. La Grange, the natural center, is

marked by the greater amount of business and apartment zoning, while La Grange Park and Western Springs both have their smaller business districts in keeping with the relationship as a whole. Before re-zoning, La Grange Park, with the smallest population, had the greatest amount of business zoning.

Both Western Springs and La Grange center on the Chicago, Burlington & Quincy Railroad. All important crossings are at grade and extremely dangerous. The railroad is working on plans for track-elevation through La Grange and depression through Western Springs. It was the function of this collaborative plan to bring the three interested parties together, and one result of these conferences is a plan for well-spaced crossings and attractive streets paralleling the railroad.

In contrast to the great advantage of the Forest Preserves, these three towns are deficient in small parks and playgrounds. The plan suggests the acquisition of suitable park-sites connected by parkways and boulevards. When fully developed, the scheme will result in continuous pleasure-drives around the three towns and at the same time act as relief streets on days of unusually heavy traffic.

Wherever possible, playgrounds have been attached to or, at least, are as near as possible to school-sites. This arrangement has the advantage of greater usefulness the year around and of considerable economy both in maintenance and operation.

Good architecture, of course, must not be neglected in attaining the desired tone of a community. To stimulate public interest and individual thought in each new architectural problem, the plan suggests the creation of architectural advisory boards who will exert only the most general authority.

A civic center of appropriate character has been designed for each village, to supply the need for public buildings, to give a focal point in the civic design, and to supply at least one element of unusual interest and attractiveness.

The collaborative plan of these three villages has been drawn to afford at all times some perspective upon each improvement project as it arises, and to insure each town that its development will not be rudely interrupted at its boundaries.

An Adventure in City Betterment

By CHARLES W. GARFIELD, Grand Rapids, Mich.

THE wave theory of movement applies to civic and welfare movements as truly as to light, heat, and electricity. We start a civic movement and it becomes contagious and very soon we are at floodtide. It is impossible to maintain ourselves at the high pitch for a great length of time; even success cloyes the appetite, and we gradually come to feel that the movement will go on by itself, and as we lessen our interest the movement flags and needs some impetus for us to take it up again and make steps of progress. Happy is the city which possesses men of vision, activity, and persistence, who will take advantage of conditions and step in at a propitious time and "lead on to fortune."

In relating my simple story of the stirring of the waters in our city and the healing of the sore places and the steps of progress made in city betterment, I am aware that there are greater and more spectacular civic movements than ours; but perhaps some of the details in our adventure in Grand Rapids may be stimulating to hopeful citizens in other towns whose aims are praiseworthy and who are reaching for the arm of assistance in maturing some cherished plans.

The pioneers located the town of Grand Rapids on the river at a place where water-power could be cheaply secured and utilized. I question if they had a vision that the river would become in time the greatest asset to the city when it should become a city of homes as well as industry. The relationship of the river to industries has materially changed with the years, and proximity to it is now of little moment to manufacturers. So that, while we have the river, and its power can be utilized, the stream as a factor in city betterment is most important in connection with the beauty and attractiveness of our city of homes.

Very early in the history of the city, manufacturing was successfully undertaken, and in the lead was the making of furniture. This industry grew rapidly and it dominated in the industrial field. There was an awakening in the city with regard to this dominance, and citizens with vision thought it important that we should have a range of industries rather than confine ourselves to one specialty; that the development of the city would hinge upon the acquirement of many industries. Having this in view, a Board of Trade was organized and its objective was the acquirement of industries. It did not neglect collateral things and interested itself in maintaining annual fairs in behalf of agriculture and commercial life. It touched the matter of good roads rather as a source of inquiry than active participation in highway improvement. The method of carrying out its plan of securing industries was to offer a location free to any new industry that could be secured. It went further and offered bonuses to people engaged in various types of manufacture as an inducement to locate in our city.

A few years' experience indicated very conclusively that industries

which were bought were hardly worth securing, and the enthusiasm that was awakened in the formation of the Trade body diminished and was at ebb tide when a few men, in the arrangement of committees, were selected to act upon what was known as the "Municipal Affairs Committee." At a meeting of this group, held to consider what the Committee could do that would be of service to the Board of Trade, the thought was advanced that to secure industries the most promising method would be to make our city attractive for the establishment of homes. This thought was expressed because any industry worth the while in becoming established would employ a lot of people and they would need to have homes, and if the city could have the reputation of developing qualities that were intrinsic to home-building, we would have a more hopeful way of securing the establishment of new institutions along manufacturing lines than by any other method. And at that meeting it was resolved that we would take up the subject of city betterment in a logical way and see what we could do. It worked. The publicity of the aggressive movement very soon brought inquiries, and the type of industries knocking at our doors, responding to the literature which spread the news of our activities, delighted our hearts and inspired us to renewed and continued efforts.

We very soon decided that there were five objectives vital to the the most important steps of progress in city betterment. We had the aldermanic form of government and it was handled by politicians. It seemed to us that we ought to see what we could do in securing a better governed city. There was great carelessness in connection with debris that would accumulate in various places, and particularly along the lines of traffic. The entrances to the city were not attractive, and so the second thought was to make a cleaner city. The city did not have a reputation for good health, and this objective was considered important. There was a total neglect of conveniences for the various city functions, and this was the fourth matter of consideration. And, lastly, little attention had been given to any definite and comprehensive plan in city development and a total lack of consideration of methods to be used in making the city more beautiful.

With these five features in mind, we had topics for most interesting discussion, and we soon developed an earnest desire for practical service along these lines. We divided our committee into subcommittees with titles indicative of these five ways of making steps of progress in city betterment. The Board of Trade had a good many committees, but for several years the activities of this one committee dominated almost everything accomplished by this civic body.

The subcommittee on a better governed city made rapid progress and soon developed a desire for the raising of a charter commission that should deliberate upon methods of city government and report a definite plan to be presented to the people. Small steps of progress were taken by bringing pressure to bear upon the city government for minor improvements, and these were of sufficient moment to interest the city government in the larger question of a new charter. The Charter Commission was raised and took plenty of time for its deliberations,

finally presenting a draft which was passed on to the people for final judgment. In connection with this important movement there was organized as an independent body the Citizens League, which had for its immediate duty the securing of the adoption of the new charter which provided for a Commission-Manager form of government. This voluntary body not only entered enthusiastically upon its duties but accomplished the purpose for which it was organized, and followed it up by splendid work in securing the best citizens to run the government. It was an active, enthusiastic, and aggressive body, absolutely fearless in its pronouncements and independent of political parties.

The second subcommittee started out with its objective of developing a cleaner city, not only in material things but along moral lines. Recommendations were made to the city government, which were acted upon, and there was a general clean-up time in making the city more attractive to the cursory visitant as well as the people who were seeking to establish industries and furthering home-building for employees. Along moral lines, a new and independent body was organized called the "Morals Efficiency Commission," and while we had a difficult task before us with 160 saloons in the city and a center of immorality so vile that the city government found it necessary to segregate it in order that it could be better handled by the police force, this Commission was very active and was largely influenced by the fearlessness of the public prosecutor who was in sympathy with the objective which meant the cleaning up of a den of vice.

The third subcommittee made a study of health matters, gathering statistics, and, in connection with its work, carefully examining into housing conditions. A valuable report was made, and upon this hinged steps of progress in making a more healthy city which became particularly a subject of organization on the part of the new city government when it was established.

The subcommittee on city conveniences had hard sledding, but it was persistent, and after a careful study and with plenty of statistical information backing up its pronouncements, the Committee secured a careful investigation by the city government, which led to the establishment of comfort stations and the numbering of our city in a logical fashion.

The subcommittee on a more beautiful city had the most attractive field in which to work. It could do little things that would show, and particularly engaged itself in making photographs, spreading, through the coöperation of the city press, information concerning the lack of beauty which was evident in every part of the city and in its environment. This Committee touched upon beautifying the highways and making attractive school-grounds, and it reached out in the country to schools and churches in what may be called the metropolitan area, making, from time to time, very impressive reports, and it actually did some unusual things.

It started a movement for tree-planting, and, first of all, educated its own members as to the best methods of adornment through the planting of trees and shrubs and flowers, then passing on to the general

public counsel that was acted upon quite promptly. Among other things, it distributed, one year, 10,000 young elms to be planted over the city. This planting was done by children, and the Committee first educated forty prominent men in methods of tree-planting. These men were sent out with the distribution of the trees to the forty public schools, and they, in turn, instructed the children with regard to tree-planting. The men who made this group, who are living, hark back to this experience as one of the most inspiring events in their lives. The movement was contagious and wonderfully successful. To this day hundreds of those "children" point with pride to the trees which they planted in carrying on this movement. This tree-planting experiment was followed by the planting of large numbers of shrubs furnished at very small expense, with instructions as to methods of planting.

The Board of Trade had public meetings occasionally under the auspices of its Municipal Affairs Committee, and these types of service were graphically portrayed and the attendance was large and enthusiastic.

While we were engaged in our propaganda for city betterment, an editorial writer on the *Evening Press* followed us along, giving publicity to the things we were doing and saying and commenting favorably upon the progress we were making. He suggested some interesting lines for us to follow. We were cheered by his attitude, which was the attitude of his paper. This young man was John Ihlder, well known in the circles of the American Civic Association. Many of us who were pretty active felt that it would be impossible for us to keep up the pace, and it occurred to some of us that if we could have an active secretary to whom we could go with our suggestions and plans and whose business it would be to do the field-work and make the records and look after the publicity, we could still maintain our enthusiasm and through this method secure better results. In casting about for the man, we at once lighted upon Mr. Ihlder. We made a proposition to him, saying that we would pay him as much as he was receiving for his journalistic work, would give him an opportunity to develop along lines that would be congenial to him, and would like to have him enter our employ. He said, "How can you afford to hire me," and we responded promptly, "The men who are pushing this adventure are willing to put their hands in their pockets and pay your salary." He said he would talk it over with the manager of the paper and admitted that it was an attractive field to him. His manager said, "God bless you, John, go to it"; and that's how we made our most promising step of progress. While John Ihlder was doing splendid work for us he was preparing himself for a career that is talked about throughout the country.

Very soon after Mr. Ihlder entered upon his work he suggested to us the idea of having a civic revival. He found sympathetic listeners and very soon we were all of us doing what we could to plan for that revival. It was the high point in the progress of our adventure. We secured the services of Charles Zueblin, advertised the revival, and our leading downtown church offered its edifice for our use during the revival week and devoted its Sunday services to the climax of the revival. Every-

body connected with our work shouldered his share of responsibility, and for a week we had day and evening meetings well attended and full of enthusiasm, the influence of which pervaded our whole community. Even today, after a quarter of a century of experiences, men talk about that civic revival. It was a great stimulant to the activities which followed in its wake.

Among the things that came into being of great service to us was the organization of the Playground Association. We had only one playground in the city, aside from the diminutive areas connected with our school-buildings. The Playground Association, stimulated by the general activities for city betterment, started right out with the slogan: "A playground within a half mile of every child in the city." With this objective placarded prominently, this new organization asked the city to bond itself for \$200,000 to purchase land for playground purposes in carrying out the spirit of the slogan. The city government laughed at the idea, gave us no encouragement, but under pressure acceded in the request to put the bonding question before the people at a regular election. Under the leadership of the Playground Association and the various sections of the Municipal Affairs Committee of the Board of Trade, we had the most spectacular campaign that was ever known in the city, and, to the astonishment of everybody, we carried the bonding plan in all of the twelve wards of the city. One of the most spectacular methods employed in this campaign was the enlisting of the coöperation of the Newsboys' Association fostered by the *Evening Press*. There were a thousand of these lads. They had their regular public meetings arranged for their pleasure and education. These meetings were held on Sunday, and the Sunday before the election several of our citizens went before this body and proclaimed that we were seeking playgrounds for them and that this question of bonding the city to buy playgrounds was up to them to solve, that they reached every corner of the city and almost every family, and we wanted them to go right out before the Tuesday election and help us to success. A more enthusiastic group never existed in Grand Rapids than this Association with this objective, and they proved to be the factor that was of the greatest help to the successful issue. The Mayor of the city and his associate on the Common Council were more astonished than anybody else at the success of this venture. They felt that it was a matter of good politics to follow it up ardently and sympathetically, and so Grand Rapids was placed upon the map in matters of recreation through the accomplishment of the purpose proclaimed by the Playground Association.

Another organization, known as the Park and Boulevard Association, came into existence in connection with the activities of the subcommittee on a more beautiful city. It was suggested by one of our prominent members, the idea became contagious, and there was formed an association well officered and with an enthusiastic impulse which has been one of the most potent organizations in securing valuable properties for park and boulevard purposes in the forward civic movement. This Association became incorporated under a special act of the Legislature. It was given wide powers, and while the legal members of

the Legislature questioned whether the authority we sought ought to be given us, when they read our declaration of purposes and saw that we had carefully provided that no man or section could monopolize this authority which we sought, that all the movements and plans were for the city as a whole, the organization received the unanimous vote of the Legislature to become incorporated, with wider powers in the acquirement of property than the city possessed.

The Association proceeded immediately with many plans for the acquirement of property and the development of it by embellishment to further the designs of making our city more beautiful. Liberal financial support and gifts of land resulted in the acquirement of very valuable holdings in trust for the city. We had an abundance of money contributed by public-spirited and enthusiastic men and women, and were on the high road to wonderful successes when the war came on and it was impossible to secure donations for the accomplishment of the purposes of the Association. It turned over all of its properties, which were held in trusteeship for the city to the City Government, that they might be protected and cared for until we should again reach normalcy and could proceed with the plans of the organization.

The Citizens League, to which I have called attention as one of the corollaries of this civic movement, asked the new city government to appoint a city planning body which should have for its purpose the recommendation to the city of a comprehensive city plan. The idea was suggested by the findings of the various subcommittees in looking after methods of city betterment and finding that from the outset the city had developed by guess, that there had been no general plan of procedure, and that in the making of the city it was one continuous series of blunders. The City Commission responded to the request by the appointment of a City Planning Commission, and, later on, because its work was impressive, it was made a department of the city government. Its studies for over a year were not given any publicity. It worked quietly along the lines that seemed most promising, acquiring all the information possible from experiences of other cities, and particularly from European cities, and recommended to the city government that an expert be employed to work with and for the Planning Department in the development of a comprehensive plan to be adopted by the city and proceeded with in an orderly way. This request was responded to with authority given to secure the services of some man or firm engaged in this work as a profession, and the Bartholomew Service of St. Louis was employed to initiate and carry on this work. The events connected with this venture followed each other rapidly, and after a year the plan was presented to the city and by sections adopted as its general plan of action for the future.

One of the most effective features of the city plan which was adopted by the City Commission was the zoning ordinance which became operative in 1925. The activities under this ordinance have been continuous and inspiring. We have met with fewer difficulties than we expected, and we have overcome them in such a way as to establish in the minds and hearts of the people the great values of zoning to our residential popula-

tion. I need not in this communication exploit the wonderful values in zoning, because the American Civic Association has given wide publicity to the arguments in its favor and the successes in its application. The decision of the United States Supreme Court sustained the rights of cities to enact and enforce zoning ordinances, and this has given us great heart to continue. The success of our efforts has been a great support to all features of the comprehensive city plan which we have adopted.

It is not always easy to trace connections between the inspiration and general education of the public and specific movements for civic advancement. But a close observance of our civic life would show that the civic revival created an intelligent interest in municipal problems in many circles and intensified the zeal of those then interested. The campaigns for pure water, parks and playgrounds, the more effective work by the Welfare Union, the District Nurse Association, and the organization of the Anti-Tuberculosis Society, all owe much of their success to the quickening of social interest and the education of public opinion during the civic revival.

As I said in the outset of this paper, there are flows and ebbs in civic movements as well as in mobile waters, and we could not continue at high tide without undergoing the experience of the reduction of our enthusiasm in the promotion of city betterment. Following the war, it has been very difficult to pick up the threads which were broken, and a good many of our people became greatly discouraged. But we are on the upgrade again, and I am satisfied that the enthusiasm will return and we shall be encouraged to greater efforts than ever before in the years which are to come.

We have a wonderful legacy and stimulant in the story of this epoch in the history of our little city, and I confidently expect to see greater successes than any yet achieved erected upon this foundation of excellence by men and women of vision and judgment.

NECESSARILY by its character the American Civic Annual records the "Civic Achievements" which have culminated or reached a describable stage of development during the preceding year. But lest we forget how these annual civic achievements piece together into the history of a generation we have presented here Mr. Garfield's charming account of how the "long vision" exercised by himself and his associates transformed an ugly, commonplace town into an attractive and prosperous city of pleasant homes surrounded by the amenities which serve the minds, bodies and spirits of those who live there.

CIVIC SERVICES IN PHILADELPHIA: A SYMPOSIUM

The Curtis Institute of Music

By MARY LOUISE CURTIS BOK, Philadelphia, Pa.

THE Curtis Institute of Music was founded in 1924 by Mary Louise Curtis Bok, with an endowment of \$12,500,000, the expressed purpose being to hand down the traditions of the past through contemporary masters and to teach students to build on this heritage for the future.

The beautiful buildings of the Institute, situated in the heart of Philadelphia's finest residential district, are filled with works of art, and the atmosphere thus created is a constant source of inspiration to teachers and students alike.

Josef Hofmann is the Director, and foremost musicians compose the faculty, such as Mr. Hofmann, who instructs in Piano, Mme. Marcella Sembrich, Efrem Zimbalist, Emilio de Gogorza, Léa Luboshutz, Felix Salmond, Louis Bailly, Harriet van Emden, Horatio Connell, Queena Mario, Carlos Salzedo, Rosario Scalero, and other noted artists. New appointments include Fritz Reiner and Fernando Germani.

Thirty-three States of the United States and twelve foreign countries are represented in the student body.

Every facility is provided for a well-rounded musical education. In accordance with the policy inaugurated by Mr. Hofmann, every student is a scholarship holder. In addition to free tuition for all, provision is made for financial aid, if warranted. The Institute owns a collection of rare instruments which are lent its students rent free, for both study and public appearances. Steinway pianos are placed rent free in the residences of students majoring in Piano. The four-manual *Æolian* concert organ in Casimir Hall is used for lessons and practice. Practice studios are maintained, equipped with Steinway pianos, one with a three-manual *Æolian* organ and one with a practice clavier for students of Campanology. All branches of music are taught and a complete Academic Department is maintained with training in languages, literature, mathematics, science, and history. Each student follows an

individual and balanced course of study including, besides his major subject, supplementary musical and academic subjects. A course in Campanology is given at the Singing Tower, Mountain Lake, Florida, to which qualified students are sent each season. At The Curtis Institute, Opera, Accompanying, Chamber Music, and Orchestra Playing are major subjects. With the opening of the season of 1931-32, Music Criticism will be added to the curriculum, the instructor being Oscar Thompson of the New York *Evening Post* and *Musical America*. Each summer, advanced students continue their study of their major subjects under the artistic supervision of their masters, in various parts of the United States and Europe. Graduates, the quality of whose work warrants it, are given debuts in the United States and Europe, the coöperation of the Institute including the supplying of accompanists (selected from the student body) and the use of instruments. Tickets for important concerts in Philadelphia and New York City, such as performances of the Philadelphia Orchestra, the Metropolitan Opera Company of New York, and the Philadelphia Grand Opera Company, are presented to the students free of charge.

To enable qualified students to appear regularly in public, The Curtis Institute has embarked in fields hitherto untouched by a school of music. In addition to concerts in Casimir Hall, concerts are being given by artist-students before music clubs, civic organizations, colleges, and universities. Among these appearances have been concerts at the University of Delaware, Bryn Mawr College, Western Maryland College, New Jersey College for Women, and many other schools and clubs. Regular weekly broadcasts by Curtis students are a national feature of the Columbia Broadcasting Company during the school year. No less than twenty-six students were engaged by the Philadelphia Grand Opera Company, which is affiliated with the Institute, during the year 1930-31, singing ninety-five solo roles of varied importance in the eighteen performances given. Students of conducting also have the opportunity of conducting professional performances of opera, when qualified, and of conducting the Curtis Symphony Orchestra in public concerts. Other major concert activities of The Curtis Institute have included the inauguration of an annual series of free chamber music concerts at the Pennsylvania Museum of Art, Philadelphia;

concerts by the Curtis Symphony Orchestra in Philadelphia, New York City, Boston, Baltimore, and Washington, with artist-students as soloists; and appearances of the Swastika Quartet in New York City, Philadelphia, Boston, and Washington.

Though its span of existence has been brief, the Institute has already produced musicians of note. Among those who have won recognition are Shura Cherkassky, Abram Chasins, Louise Lerch, Henri Temianka, Tibor de Machula, Wilbur Evans, and Helen Jepson. Artist-students of the Institute have been engaged for appearances with the Chautauqua Grand Opera Association, at the Worcester Festival, and in several concerts with the Philadelphia Orchestra. Within two years fifteen students of The Curtis Institute have been accepted by Leopold Stokowski as members of the Philadelphia Orchestra, and other orchestras throughout the country have welcomed Curtis students as members, often in the first chairs. Leading schools of music have selected graduates of The Curtis Institute to head departments.

Prevention of Stream Pollution

By KATHARINE BRINLEY, President Civic Club of Philadelphia

ABOUT three thousand years ago the Princess Entiu-ny took with her into her tomb her Book of the Dead as her passport to heaven and her guide for a future life. In this she gives her reasons for believing herself fit to take her part in a better world. Among others, "I have not polluted water." Water was life in Egypt in 1000 B. C.

Eighteen months ago the Civic Club of Philadelphia became conscious of the tremendous problem of industrial pollution of water. Pennsylvania is one of the best watered States in the Union. Its hills are covered with superb forests, and in its woods and streams were a greater variety of game and fish than in any other State.

We found that we were not alone in danger, but that from Maine to Virginia a large part of the navigable streams are so polluted with trade-waste and domestic sewage as to kill or injure fish-life. The great centers of population are on the navigable rivers, so that these conditions exist where there is most need for pure and wholesome water.

A War Department Report lists the industries which are the source of the more injurious polluting substances.

Once started on this study, we find no end. In Rhode Island, their problem has been oil, and the condition has been improved by simple but clever remedies. From Ohio and Illinois and from Montana, West Virginia, New York, and even from the departments of the Federal Government, we get studies of this question all acknowledging the facts of pollution. It is very difficult to prove scientifically just what harm the trade wastes do to human beings, but we know that they have not only killed the fish and that in many instances certain varieties of plants can no longer be found, but we know that in some cases the streams lose their powers to purify themselves through the actions of chemicals on the rocks or the heavy oil which settles on the bed of the stream and prevents vegetable growth or the maturing of fish-spawn.

Awake to this problem, the Civic Club has joined with the Izaak Walton League in a State-wide effort to get through the Legislature a bill giving local communities a right to bring suit against those polluting them from up-stream. This bill was introduced into the previous Legislature as the McCrossin Bill, but on account of Mr. McCrossin's death it was reintroduced this year as the Hunsicker-Lose Bill.

By the time the public hearing was held we had over a hundred petitions from business associations, chambers of commerce, motor clubs, sport clubs, manufacturing concerns, and women's clubs, representing thousands of individuals all over the State. These petitions were presented to the joint Committees on Health and Sanitation of the Pennsylvania Assembly sitting under the magnificent mural paintings which decorate the walls of our Senate Chamber. Across the top of the picture ran the words "A pure river of the water of life."

This bill died in Committee, but outside the Legislature sentiment is growing through our State and must grow through the rest of the country if the rivers are to be saved. The American Civic Association can help by using its influence to push legislation all over the country.

The Graphic Sketch Club

By HARVEY M. WATTS, Philadelphia, Pa.

THE Graphic Sketch Club, started in the downtown "foreign" district of Philadelphia a generation ago, is so much more than a congeries of "evening schools in all the fine arts," and so much a part of the crusading spirit of its founder, Samuel S. Fleisher, conspicuous in the art and educational life of his native city, Philadelphia, that it is as difficult to sum up its actualities as it is its far-reaching subtler influences. That certain very much condensed reference works refer to it "as a free, non-sectarian art school carried on at night in a group of buildings from 713 to 719 Catherine Street, Philadelphia" throws very little light on an institution, or an association, which already has a world-wide reputation and which many educators from Europe, South America, and the United States have visited only to be amazed at classes which represent an annual registered student turn-over of 2,000 individuals, ranging in age from seven to seventy-five years, to say nothing of the amazing round of its recreational opportunities.

And, moreover, the visitors are even more surprised when they find that the classes are housed in a group of buildings which contains the club-house, the assembly-rooms, and a museum open at all times to the public, and, more than that, an abandoned church, turned into an Art Sanctuary, which, opened by Mr. Fleisher in 1923, has become a veritable shrine of beautiful things, including large collections of ecclesiastical art objects, easel paintings, murals, Gothic statuary in wood and other materials, icons, illuminated books, while, at the same time, the secularity of the structure is marked in the presence of sculptures in bronze and marble and decorations and adornments in the way of textiles, lamps, and metal-work. The culmination of current art in the Sanctuary, however, takes the form of a memorial to the founder's mother, Mrs. Simon B. Fleisher, in the shape of a large panel placed on what was the rear chancel wall of the church, and is in the nature of a superb reredos by the celebrated Philadelphia muralist, Violet Oakley, depicting in its large central panel the youthful Moses in the arms of the Princess of Egypt, while this is framed in by

a wide golden border containing smaller medallion-like panels telling the story of the life of Moses in vivid and vigorous detail.

The great fact is, however, that while the Art Sanctuary in the former church impresses the visitor of today with its uniqueness, it is too often assumed to have been the rallying point of Mr. Fleisher's "great experiment." In view of the fact that its thirty-second annual exhibition held this year, 1931, in the way of paintings, sculpture, illustrations, etchings, and drawings was one of the most significant art exhibitions held in Philadelphia, the movement is "an experiment" no longer. It is the work of the Graphic Sketch Club as a social center, meeting the needs of those who work in the day-time, that is the real contribution to the art, educational, and social life in America.

In the face of its varied yet coördinated activities today, many visitors do not realize what the original idea was, or in what way this idea, which at the very start envisioned the extraordinary subsequent development, was carried out. From the very first, over thirty years ago, the idea of the founder was to give youth an opportunity to do something else at night than to run the streets. And, hence, the nucleus of the Graphic Sketch Club was formed of boys and others whom Mr. Fleisher felt needed the influences of the arts as a social background, with an opportunity of developing whatever creative ability anybody had who might come under the influences of the Club. After the preliminary years, which were experimental but entirely successful, a small house on Catherine Street was secured, in which, in a miniature way, all the educational activities of the Club and a large part of the social activities were carried on for the benefit of the boys and, later, for girls, too. And then as opportunity opened up, when, in 1914, the founder was able to purchase a larger private residence on the north side of Catherine Street, No. 719, a number which is now famous in Philadelphia, and also secure an abandoned schoolhouse maintained by the very church which later came into his hands, anyone who felt the craving for art after working hours was welcomed as a student, or as a nightly visitor relaxing among delightful surroundings.

It is this social phase of the Graphic Sketch Club, which accommodates all from "seven to seventy," that many who go to look over the institution itself find it difficult to grasp. But that these schools should be first a "neighborhood center" and

then, in every sense, a "center for Philadelphia," and then an influence reaching out into the small towns of the neighboring countryside, showing them how to make better use of the leisure of the young and the old through the arts creatively or passively, has been the great object of the founder. And all this he has carried out in every line of endeavor and most successfully. In the night classes themselves, drawing, etching, illustration in black and white and in color, figure-work and portraiture and still life in oils, clay-modeling and sculpture, fashion drawing and later, when conditions allowed, rhythmic dancing, were and are all made possible to the thousands who throng the classes and take part in the exhibitions and in the various entertainments that are part of the large social life of the students and their friends. Not only that, but for many years there has been an outlet for landscape work in the country through an extension rural club-house, as it were, in the country near Philadelphia. One of them on the Darby Creek, being part of a region made famous by the mature artists who painted pictures there, was known as the abode of the "Darbyzon" School, while, more recently, the summer work in painting has been carried on in that lovely rural section near the city, at Holmesburg, which is as characteristically eighteenth century English as the paintings of Constable. At this summer school, the rhythmic dancing, which is such a feature of the work of the students in the city classes, is demonstrated on the ample lawns under sunny skies. Classes are also carried on in the Club itself in the city on Saturdays and Sundays in still life, figure, and portrait work, and Saturday mornings are given over to a coöperation with the School Art League composed of more advanced high school students.

In connection with the Art Sanctuary and the assembly-rooms where the exhibitions are held, the Graphic Sketch Club presents programs of the very best music by notable soloists. In coöperation with the Society for Ancient Instruments rare concerts are given. As through music the great works of the past are interpreted, so, in the museum, fine collections of pottery and bronzes, ivory carvings, and art works representing great periods from the Egyptian and Roman and Grecian days on, are on exhibition as part, as it were, of a neighborhood treasure trove, a feature in which the founder was a pioneer but which is now being followed by the setting up in Phila-

delphia and elsewhere of small regional museums under the control of the leading museum of the city. The founder has also carried the Graphic Sketch Club idea into near-by towns.

As a result of all this service to his city and its interests, Mr. Fleisher, in 1924, received the famous Bok award of \$10,000 for conspicuous civic services to his time. Not only his fellow citizens, but many international specialists have endorsed the Graphic Sketch Club idea. And the founder's statement of his ideals and plans before the National Playgrounds Association at Louisville, Kentucky, in 1929, in which he argued for an "art sanctuary" in every school and a "temple of youth" devoted to the arts and recreation in every city, have met with a very wide response.

It was in 1930, also, that Lawrence P. Jacks, LL.D., one of the most conspicuous British authorities on art and recreation and educational matters, endorsed the Graphic Sketch Club as one of the most remarkable movements he had ever seen and, among other things, he said: "Mr. Fleisher's theory of education in which the mind and body are not treated as separate entities is along the right line. The co-education of mind and body is more important, to my mind, than this co-education of men and women. On the whole, I have never seen a more successful attempt at education for leisure, which is what some of us regard as supremely important at the present time, than the work which is carried on at the Graphic Sketch Club." In confirmation of the successful results of the Graphic Sketch Club idea in a creative as well as a recreational sense, it is a matter of current knowledge in Philadelphia that the Graphic Sketch Club has produced a considerable group of conspicuous portrait painters in Philadelphia, as well as those who have succeeded in sculpture and other applications of the fine arts, while those who have gone through its schools have played their part in many other art schools of the city and elsewhere. In a way, what the Club stands for, as planned by the founder, is symbolized in its sculptured emblem, a statue worked out by Albin Polasek, who at one time taught in the night classes, which figures on the Club stationery and in statues and statuettes throughout the club-house, under the pictorial representation of a powerful, human figure chiseling itself out of the rock which confines it, entitled "Man Chiseling His Own Destiny."

SUBDIVISIONS

Wesley Heights and Spring Valley

By W. C. MILLER

BEFORE 1922 the growth of the Federal City had extended in all directions except one far beyond the three-mile radius from the White House. There remained, however, the area south of Massachusetts Avenue and north of the Potomac River which was practically virgin territory. The lack of development in this territory was due to the fact that it was not serviced by any rapid means of transportation. With the advent and development of the gasoline vehicle there came an opportunity for development in this region; and with the congestion along most of the arterial highways, it was apparent that the development of this region would be a wise one, because of its superior accessibility and its natural beauty.

When our Company made its original purchase of Wesley Heights from H. Rozier Dulany, he expressed the opinion that the ground purchased from him would supply our Company with home sites during the rest of our lifetime, but the popular appreciation of the offering was such that the Wesley Heights project is practically complete within nine years after its inception. Foreseeing this and the necessity for further territory for development, our Company began to buy in 1924 and completed its purchase in 1928 of the Spring Valley section which is contiguous to Wesley Heights. In this territory we have acquired about 300 acres of land, bounded on the north by Massachusetts Avenue, on the south by Loughborough Road, on the east by the American University, and on the west by the Dalecarlia Park, one of the reservoirs for the District of Columbia water supply, which contains about 160 acres of land. After a protracted study of the best subdivisions in America, including the Van Sweringen's of Shaker Heights in Cleveland, the J. C. Nichols' in the Country Club district of Kansas City, the Roland Park development in Baltimore, and numerous others, our Company employed John H. Small, 3d, as landscape architect to develop the property in the most modern manner. Under Mr. Small's direction we had a contour plat of our holdings showing in bas relief the valleys, hills, and streams in their



A Typical Home in Wesley Heights



Winding Road in Spring Valley

then position. With this contour plat at hand, the work of planning was considerably facilitated because of the fact that we could readily visualize the locations of the roadways as planned.

In our Wesley Heights development we tried in every way possible to preserve the natural contours of the land, saving as far as possible, all the large trees in the subdivision, but owing to the fact that the rectilinear pattern which had already been established in this subdivision, with fixed street grades, did not fit the area under consideration, we were forced to sacrifice a great many of the natural features of the terrain. Since the modern method for rolling country entails the use of curvilinear streets, following the natural contours, we adopted this system as the best for our development of Spring Valley. The two developments illustrate very graphically the advantages and disadvantages of the rectilinear and curvilinear street systems.

In the Spring Valley area we have also protected the home buyer by a very rigid set of protective covenants running with the land, covering not only the building of the houses and grading of the lots, but also providing for the exclusion of certain races which in the opinion of the Company would militate against the enhancement of real estate values.

The two subdivisions have been developed exclusively by us, and we have followed a policy of selling no lots, but of developing the site with the home and selling the home as a completed proposition, landscaped and ready to move into. I know of no other subdivisions in this country where there are not lots for sale, but I believe there is a certain wisdom in our system in that we are enabled to develop entire block frontages at one time, eliminating the unsightly vacant lot and developing the section as a complete unit without the somewhat startling results that are often obtained when an individual develops his lot without regard for the general neighborhood idea.

We have also been able in a unique degree to build up a feeling of community interest and pride among our home buyers. We built, and give to the community, rent free, the Community Club House which serves as a meeting place for most community enterprises. On the 4th of July we furnish the community with an excellent pyrotechnic display which is the climax to a day busy with community activities. The Boy Scouts open the day

at the Club House with the raising of the flag. This is followed by a field day with various sports and games in the forenoon, climaxed by a baseball game between those to the north of the center line of the community and those south of the center line. In the afternoon the finals are played off for the tennis championship of the community, and following the display of fireworks a dance is provided in the Club House.

At Christmas we have the community tree illuminated and Santa Claus distributes small gifts to the children of the community. The grown-ups gather beside the tree to sing Christmas carols and mingle together with the true Christmas spirit.

At certain periods in the year we have given dances for the younger set, and on nearly every Wednesday night during the year we have "open house" at the Community Club where such entertainment is furnished by the hostesses as is in their opinion appropriate. Two of the ladies of the community serve as hostesses each Wednesday evening throughout the year.

We publish an illustrated magazine to which we have given the name, "Leaves of Wesley Heights." This little publication contains accounts of community events and social news of the residents of both Wesley Heights and Spring Valley.

The period of time which has elapsed since we acquired the property in 1922 has given the proper finish to the parkways and private gardens. Masses of full-grown evergreens and shrubbery, including a fine growth of native dogwood, shaded lawns, and the distant view of an engaging, rolling landscape afford a distinction to the section.

The Roland Park Company's Forty Years' Experience

By WARREN WILMER BROWN, Baltimore, Md.

WHEN the National Housing Association selected The Roland Park Company of Baltimore as the only comprehensive organization of its kind in the United States to send an exhibit to the International Housing and Town Planning Exhibition now in progress in Berlin, Germany, the Company responded with a display assembled with the object of giving a general idea of the work it has done in the development of Roland Park, Guilford, Homeland, and Northwood. This pioneer work, which was started exactly forty years ago, has attracted world-wide attention, since it was, in more ways than one, epoch-making in so far as the creation of an enduring tradition in modern suburban residential development was concerned.

Introducing Northwood. It's a rather long leap that standards of living, to say nothing of the costs thereof, have taken during the time The Roland Park Company has been in existence.

When it started the development of Roland Park in 1891, nobody was allowed to build a house that cost less than \$3,000! Those glorious, because so much less dear, old days!

There is perhaps no more striking manifestation of the astonishing changes brought in by the present century than in the character of home-building, and they are never more apparent than in a development that has had as long a history as that of The Roland Park Company.

In its older sections one finds houses (extremely well built, too, even if occasionally not so much on looks) that range from an initial cost of a few thousand dollars (of course their value now has increased tremendously) to magnificent residences worth as high as \$125,000 and answering the most exacting requirements of architectural standards.

When the Company decided, a year or so ago, to develop a large tract not connected directly with its other subdivisions, though not very far from them and within easy access of each of the three, it deliberately took up a new and difficult problem.

There would surely be a demand for small houses that com-

bined conveniences and attractions such as were within immediate reach of people of means, but which the man who has to keep a weather-eye constantly peeled on the financial horizon, usually has to give up with a wistful sigh or two.

Could this problem be solved, and how?

Well, there was lots of advance study of the situation from every possible angle; many conferences were held; many a consultation with architects and with this and that builder and contractor.

People on the outside who had got wind of what was going on were frankly sceptical. The demand did exist, that was true, but it couldn't be filled, not at this particular time, anyway.

Couldn't it, indeed?

Every step was a forward step and they all led to Northwood.

I wish all of you who read this could come to Baltimore just to see it; it's worth the trip any day as an experience in up-to-date home-construction in a community that may never have enough millionaires to send a Collector of Internal Revenue into hysterics of joy, but which, nevertheless, can hold its head up with those that can, when it comes to the element that is known vaguely as charm. I believe you would agree that the plan finally adopted for Northwood is worth quite as much study for what it is, as anything of the kind you are apt to come across.

Eliminating the Time Element. Apropos of the use, a minute ago, of the word "finally," I feel it necessary to add that, in this case it is decidedly not *le mot juste*; that, on the other hand, it is so much in the nature of hyperbole as to be almost figurative.

For, believe it or not, whereas the development of Northwood was only started last summer, in January of this year, when it was opened to the public, twenty-two houses had already been built; twenty-two more are already under construction.

This growth has nothing of the mushroom characteristic about it; rather, it is the direct return on a long investment in experience—which always infers the ability to profit by the mistakes of the past as well as by its successes.

The Lay of the Land. The area of 540 acres, of which Northwood is a part—it contains 100 acres—consists of several estates all of which were held for generations by families of importance socially and otherwise in Maryland.

Northwood, for instance, is part of the Garrett Estate, which



A Stone House in Homeland, Developed by Roland Park Co., Started in 1924



A Garden in Roland Park, Started in 1891

belonged to the ancestors of Robert and John W. Garrett, the latter President Hoover's appointee as United States Ambassador to Italy. It, as were its neighboring places, had long been held in high esteem by lovers of natural beauty. And, as has been invariably the case with all of The Roland Park Company's developments, the utmost care is being exercised in conserving these resources.

It is always a delightful surprise to me, personally, to find, in walking through Roland Park, Guilford, Homeland, and now Northwood, to what extraordinary degree the sylvan character of their inheritance of magnificent trees has been maintained, despite the fulfilment of the very matter-of-fact requirements of current living conditions.

The groves are almost as full of birds as they were in their earliest and undisturbed youth; brooks flow here and there with as much freedom and unconcern as they did in the days when sewers were undreamed of; and in many a nook and corner you will find wild flowers in high jubilee.

A Country Place in the City. Having a house in Northwood or, indeed, in any of its associated communities is not in the least like living in a remote suburb. As a matter of fact, Northwood is but 3 miles from that fount of municipal beneficence, the City Hall, center of the town from the taxpayer's standpoint, though scarcely from any other.

The whole trend of Baltimore's best growth has been northward, so that, actually, Northwood is considerably closer to the real center of civic activities than has been indicated.

Accordingly, when you reach Northwood after a motor ride of fifteen minutes or so from the shopping district, you have the feeling, rather, if you are one of its residents, of going home to a country place in the city.

A First Attempt. Northwood represents the first attempt on a large scale in Baltimore or its vicinity to provide good architectural design and efficient plans at prices ranging, in general, between \$10,000 and \$15,000.

One of the important problems was the selection of an architect who would carry out, with consultants, of course, the major part of the work of design, and it is quite apparent, even from superficial study, that the Company was lucky in having available the services of John A. Ahlers, of Baltimore.

Specifications were boiled down to the minimum consistent with sound and honest construction. No vacant lots are sold, but only those that are improved with houses built by the Roland Park-Montebello Company (the controlling organization) after its own designs.

The program calls for the construction of from 100 to 200 houses a year. Judging from those already built, there will be a wide variation in regard to interior arrangement and exterior detail, although probably not more than a dozen different basic plans are being used. Each is an outcome of a special study of the small-house problem, and it is really remarkable to note that houses which are, in reality, almost duplicates can be given the feeling of distinctive individuality merely through the introduction of slight changes of detail here and there and through the choice of different color-schemes. It is also interesting to note that the whole architectural effect of Northwood blends into a smooth harmony.

The latest mechanical contrivances for heating and lighting are installed, often decidedly to the benefit of the desire to economize space. Thus, the use of boilers other than those that are coal-fired, makes possible basement "club rooms" which really double the living-room capacity.

Community Features. Land has been set aside by the Company for a large shopping center and a children's playground. A club-house with swimming-pool, tennis-courts, and other facilities for both indoor and outdoor sports are likewise contemplated.

Restrictions. The restrictions that govern Northwood are similar, in their broad outlines, to those which have been in force to the inestimable good of Roland Park, Guilford, and Homeland, though they have been improved in some directions.

Another point of similarity to the preceding developments is the road layout, which follows the contours of the land as much, one is inclined to say, in spirit as in fact. Most of the houses will be located on quiet minor roads and they will be detached, semi-detached, and built in groups, always with the desire to avoid monotony but not at the expense of the existing harmony.

A Contribution. It seems to me that the Roland Park Company's achievement has made a great and an indestructible contribution to twentieth century civilization.

Lawrence Farms

By ROY MASON, New York City

LAURENCE FARMS consists of a tract of more than a thousand acres of land lying between Mt. Kisco and Chappaqua in Westchester County, New York. The nucleus of this property was the famous old Annandale Farm, the large estate of the late Moses Taylor.

Lawrence Properties of Westchester County, which is the collective name under which Arthur W. Lawrence and Dudley B. Lawrence, of Bronxville, conduct their real-estate enterprises, are treating this large tract of land in such a way that it will retain its rural charm and provide large gardens, wide spaces, opportunities for outdoor sports, local shopping facilities, and convenient transportation to the city, and they have named this unusual combination of attributes "protected country life."

This expression implies full protection from unsightly surroundings and noisy, disturbing neighbors, now needed in the country just as much as in the suburbs or in town. Zoning laws have not generally been extended in the country, and many a handsome estate that stood isolated a few years ago has since been confronted with a noisy nuisance such as a gas filling station or kennels full of yapping dogs. Even more often a low-class settlement has sprung up between it and the railroad station.

The first step to guard against the foregoing possibilities was to put in force the most rigid restrictions that time and experience have proved the best safeguards against encroachments of all kinds. The Lawrences have been major factors for the past forty years in the development of Bronxville, one of New York's most beautiful suburbs, and this experience has supplied them with the knowledge as to what restrictions are necessary and wise.

Some of these fundamental rules are that all plans for residences and their location and for all other structures of every kind must be approved by the Company, and Penrose V. Stout, its architect, that no speculation in land will be permitted and no use of it allowed which can in any way be detrimental to the

neighborhood, and that resales of all properties are subject to the approval of the Company.

Lawrence Farms is completely and beautifully protected by broad parkways, its own size, and the open nature of the surrounding country which consists of large estates and heavily wooded hills. Part of it is being sold as private estates, ranging in size from 1 to 20 acres, 90 acres have been reserved for the construction of a detached but easily accessible, carefully planned village to serve as a shopping center for this group of estates, and also for the other large estates which surround them, and there are an eighteen-hole golf course, with no blind greens, an attractive club-house, tennis-courts, riding-stables and other facilities for outdoor sports on nearly 200 acres of land reserved for this purpose. The entire enterprise was planned with the general assistance of Thomas Adams, former Director of and now Adviser to the Regional Plan of New York and Its Environs.

A suitable site for a dwelling has been selected in advance on each estate in Lawrence Farms, so as to place the houses most advantageously as to the views which they command and their orientation. Easily winding roads have been laid through all the residence sections. They are of permanent bituminous material and fully improved with water, gas, electricity, and, where necessary, underground telephone. This underground cable telephone installation is one of the first of its kind in the East. The underground conduits for this and the lighting eliminate all poles and wires from the private highways, except, of course, the electric light standards.

The type of architecture selected as most suitable to such surroundings is the graceful and hospitable Georgian Colonial and about a dozen houses on the estates have been completed in this style. The predominant architectural characteristic of the village will be early American and Georgian, but some of the buildings will be designed in the Tudor and Elizabethan manner.

This village of Lawrence Farms was planned by a commission consisting of Thomas Adams, Penrose V. Stout, and Dudley B. Lawrence, and is designed to meet all modern traffic conditions. Through traffic is diverted from its streets by means of an 80-foot by-passing road, completed this spring. Ample parking space and a gyratory system of traffic will make for the utmost ease of circulation in the village itself.

Our Contributors

THOMAS ADAMS, city planner and architect, served as Director of the Regional Plan of New York and now maintains offices in New York and London. He lectures at Massachusetts Institute of Technology and is the author of many books and magazine articles.

HORACE M. ALBRIGHT, a graduate of the University of California, is guiding the National Park Service through a critical period of development. He is seeking to free the parks from private holdings, to increase their educational and recreational usefulness, and to prevent damage from over-use.

HELEN W. ATWATER, after graduating from Smith College, acted as editorial assistant to her father, an eminent scientist. Later she joined the scientific staff of the Office of Home Economics, Department of Agriculture. She is now Editor of the *Journal of Home Economics*.

HARRY D. BAILEY, Professor at Muhlenburg College, Allentown, Pa., has written an account of the Trexler Game Preserve in Pennsylvania, from which this article is condensed.

ALBERT S. BARD, lawyer and graduate of Amherst and Harvard, is counsel for the National Council for Protection of Roadside Beauty. He believes that billboards can be eliminated from the rural roadsides by legal action.

W. POPE BARNEY, an architect in Philadelphia, presented an address at the Fourth Traveling Annual Meeting of the American Civic Association which attracted so much attention that it is included in this Annual.

MARY LOUISE CURTIS BOK (Mrs. Edward Bok) describes here the Curtis Institute of Music which she created and endowed. Philadelphia has reason to appreciate the beneficence of Mrs. Bok as well as that of her late distinguished husband.

KATHARINE BRINLEY is President of the Civic Club of Philadelphia, a

pioneer club in civic improvement, and one that has left a permanent impress on Philadelphia.

CAREY H. BROWN, retired from the Engineers Corps, U. S. Army, served efficiently in Washington when he was detailed to the National Capital Park and Planning Commission. He is now Director of the Rochester Civic Improvement Association.

WARREN WILMER BROWN, newspaper writer and critic, is Editor of *Gardens, Houses and People* published by the Roland Park Company in Baltimore.

LOUIS BROWNLOW, first a newspaperman, then Commissioner for the District of Columbia, City Manager for Petersburg, Va., and Knoxville, Tenn., became Consultant for the City Housing Corporation of New York and was instrumental in devising the administration of Radburn. He is now Director of the Public Administration Clearing House with headquarters in Chicago.

HAROLD C. BRYANT has been teaching science at the University of California and leading nature-guide trips into the High Sierras. When the Educational Service was organized for the National Parks, Dr. Bryant was asked to direct it.

STRUTHERS BURT, of Bar B.C. Ranch, Wyo., and Southern Pines, N. C., is a graduate of Princeton University. As an author, he is well known; as a fighter against billboards, he is earning new fame.

PEARL CHASE is a leader in all movements to make Santa Barbara the finest town in America. She has repeatedly won a prize from Better Homes in America over a nation-wide field in demonstrations of home improvement.

CHARLES H. CHENEY, architect and city planner, as Chairman of City and Regional Planning Committee of the American Institute of Architects, is conducting a study of Individuality in Cities. He lives in a beautiful house

in Palos Verdes facing the Pacific Ocean.

FRED C. CROXTON, industrial expert, has served various Federal bureaus as statistician, has headed social welfare groups in Ohio, has acted as Assistant General Manager of the American Red Cross, before he became Vice-Chairman of the President's Emergency Committee on Unemployment.

JAMES FREDERICK DAWSON, a member of the firm of Olmsted Brothers, Landscape Architects, Brookline, Mass., has been in charge of the planning for the Alabama State Capitol group and approaches.

FREDERIC A. DELANO, President of the American Civic Association, is Chairman of the Regional Plan for New York and of the National Capital Park and Planning Commission. He is a retired railroad man, but he holds many positions of public trust and has the distinction of having exercised a profound influence on Chicago, New York, and Washington plans.

CHARLES H. DIGGS, Director of the Regional Planning Commission of Los Angeles, has been an earnest advocate of the cause of regional planning in California, and is working in close coöperation with the County Planning Commissions set up under the recent State law.

JAY DOWNER, a graduate of Princeton University, with an honorary degree from Columbia, is Chief Engineer of the Bronx Parkway Commission and of the Westchester County Park Commission, both of which are making history.

CHARLES W. ELIOT 2d is a graduate of the Harvard School of Landscape Architecture, and from the organization of the National Capital Park and Planning Commission he has served on its staff. He is now Director of Planning.

LAVINIA ENGLE, Member of the Maryland House of Delegates, is the very active secretary of the Maryland League of Women Voters. She has lobbied for social and civic improvement for years. In her first session as

a member of the Legislature she stood for the same causes.

HERBERT EVISON, in the State of Washington, played an active part in the conservation movement. He was Secretary of the National Parks Association and Editor of the journal of the Washington State Automobile Association. Now, as Secretary of the National Conference on State Parks, he is exercising a potent influence on State Parks throughout the country. He is Editor of "A State Park Anthology," issued 1930.

CLARA B. FORD (Mrs. Henry Ford) designed a Model Roadside Market. As President of the Women's National Farm and Garden Association, Mrs. Ford is working to bring the products of farm women to the attention of prospective purchasers. The Roadside Markets and the Green Door Shops are serving this admirable purpose.

CHARLES W. GARFIELD, now 83 years old, has written this account of the transformation of Grand Rapids—evidently due in large part to his initiative and vision. He continues to participate in movements for civic improvement.

GEORGE GOVE, as Secretary of the New York State Board of Housing, Division of Architecture, shows how New York actually is making progress under the State Housing law.

U. S. GRANT 3d is Director of Public Buildings and Public Parks; Executive Officer of the Arlington Bridge Commission; Coördinator for Motor Transport, D. C.; member of the District Zoning Commission; Executive of the National Capital Park and Planning Commission, of the Public Buildings Commission and various other park and monument commissions.

BLANCHE HALBERT is on the staff of Better Homes in America, where she carries on researches and disseminates information. She is a graduate of the University of Wisconsin.

CHARLES HERRICK is Assistant Engineer and Secretary of the City Industrial and Planning Advisory Committee, Bayonne, N. J.

GEORGE H. HERROLD, a graduate of Stanford University, has been active in the fight to ensure the harmonious development of the Capitol group and its approaches for the State of Minnesota. He recounts here a signal victory for the cause of planning.

HOPE GODDARD ISELIN (Mrs. C. Oliver Iselin), of New York, Chairman of the Billboard and Roadside Improvement Committee of the Garden Club of America and Secretary of the National Council for the Protection of Roadside Beauty, gives generously of her energy and means to protect the natural roadside scenery of the United States.

LUTHER M. KEITH practices what he preaches, as you may see if you drive into Connecticut and observe his men at work planting and caring for the roadsides.

ROBERT KINGERY, as Director of the Regional Planning Association of Chicago, and as Secretary of the Illinois Board of Park Advisers, has demonstrated the value of coöperative contact and action in an area covering many jurisdictions.

FRANK A. KITTREDGE has a B. S. degree from the University of Washington in Civil Engineering. He was a Highway Engineer in the Bureau of Public Roads and a Captain of Engineers in the World War. He is making a survey of recreational areas in Southern California.

L. F. KNEIPP is in charge of the Division of Lands in the U. S. Forest Service. He was detailed from the Forest Service in 1924 to act as Secretary of the National Conference on Outdoor Recreation.

MARY L. LANGWORTHY (Mrs. B. F. Langworthy) has been active in civic endeavor in Chicago and Winnetka and is thoroughly familiar with the towns she describes in this Annual.

ELIZABETH B. LAWTON (Mrs. W. L. Lawton), first as Chairman of the Billboard Committee of the General Federation of Women's Clubs, and then as Chairman of the National Council for the Protection of Roadside Beauty, has already exercised a beneficial influence on the appearance

of the roadsides. She devised the Roadside Survey.

HAROLD M. LEWIS, son of Nelson P. Lewis, is a graduate of Williams College, with a degree in Civil Engineering from Rensselaer Polytechnic Institute. He is Director of the Engineering Division of the Regional Plan of New York and consulting engineer for many other projects.

RICHARD LIEBER, Director of Conservation of the State of Indiana since 1917, was formerly a newspaperman on the Indianapolis *Journal and Tribune*. His love of natural scenery and his interest in history have led to the sympathetic restoration of Spring Mill.

ROY MASON has described the Lawrence Farms subdivision in Westchester County which is being developed under expert advice.

WILLIAM C. MILLER with his brother Allison has formed a company which is proving that beauty can be sold. He is a graduate of Yale University.

THOMAS H. MACDONALD, Chief of the United States Bureau of Public Roads, believes in protecting the enormous investment of the Federal Government and the States in the Federal-Aid Highway System. His article in this Annual suggests several methods of meeting the desires of the public for beautiful roadsides.

SAMUEL C. MAY, Director of the Bureau of Public Administration at the University of California, is building up one of the most extensive and useful libraries on the West Coast. His initiative in promoting the East Bay Park is evidence that he is playing an active part in community affairs.

GEORGE MCANENY started out as a newspaperman, became secretary of the Civil Service Reform League, then executive officer of the New York Civil Service Commission. He has been President of the Borough of Manhattan, Acting Mayor of New York, Executive Manager of the *New York Times*. He is now in business but gives much of his time to public service.

MILLER MCCLINTOCK, Director of the Albert Russell Erskine Bureau,

Harvard University, specializes in traffic surveys.

J. HORACE MCFARLAND can look back to the Conference of Governors, called by President Roosevelt in 1908, when he alone of all those present raised his voice in defense of the unmatched natural scenery of America. Ever since he has been marching in the van of that army which is revolting against ugliness.

T. H. McHATTON, Professor of Horticulture at the University of Georgia, was trained at Michigan Agricultural and Iowa State College and at Cornell University. He presents here a plan which might well be emulated in the other 47 States.

OLIVER METZEROTT, Member of the Maryland House of Delegates, is a graduate of Princeton University. He has been fighting billboards for some years and expects the laws passed by the last Legislature to effect improvement.

HENRY MORGANTHAU, JR., publishes the *American Agriculturist*. He is Chairman of Governor Roosevelt's Agricultural Advisory Commission, and as Conservation Commissioner of the State of New York he has taken an active interest in the development of New York's park and forest lands.

CONDE NAST, publisher of *Vogue*, *Vanity Fair*, *House and Garden*, has created a fine setting for the factory in which these magazines are manufactured, and so has glorified a bit of the Boston Post Road.

H. J. NEALE, Landscape Engineer, Department of Highways, Commonwealth of Virginia, is making excellent use of volunteer cooperation which will be even more effective when the State appropriates adequate funds to carry on an extensive program of roadside improvement.

JOHN NOLEN, a pioneer in city planning, has a long shelf filled with his Planning Reports. More than once he has been invited to return after twenty years to bring the plan up to date. Such was his privilege in Little Rock.

JESSE NUSBAUM is very largely responsible for the Santa Fé School of Architecture which is developing an unusual charm in this early outpost of western civilization. He has served as Superintendent of Mesa Verde National Park.

FRANK OASTLER, M.D., of New York, has explored Isle Royale with camera and fishing-rod and can therefore speak with authority about this "enchanted isle."

ERNEST OBERHOLTZER proves by his works that he is a lover of the wilderness. He and his violin have spent many winters as well as summers in the Lake Superior country. It is a real hardship for him to spend his time in Minneapolis fighting to save this fine lake region from destruction.

GEORGE WHEELER OLCOTT is a member of the firm of Jacob Crane, Jr., of Chicago, which has made many Plan Reports for Middle West towns and cities.

ARTHUR NEWTON PACK, son of Charles Lathrop Pack, is a graduate of Williams College and the Harvard School of Business Administration. He is President of the American Nature Association and Associate Editor of *Nature Magazine*, both of which have given valiant support to the cause of roadside improvement.

T. GLENN PHILLIPS, a graduate of the Michigan Agricultural College, has been identified with the planning movement in Detroit and has made plans for many of the towns within the region. He is Chairman of the Detroit Committee for the Fifth Traveling Annual Meeting of the American Civic Association.

FRANK PINKLEY has had twenty-seven years' experience in field-work and study of the archeology and ethnology of the Southwest.

GLENN A. RICK is City Planning Engineer of the City Planning Commission of San Diego.

IRVING C. ROOT, City Planner for the Maryland National Capital Park and Planning Commission, has the privilege of working under an un-

usually well-drawn enabling act which has been followed by well-considered regulations.

L. SEGOE is Consulting Engineer and City Planner in Hamilton County, Ohio, from whence he was called to make the Plan for Lexington, Ky.

JESSIE W. SEYMOUR (Mrs. Robert M. Seymour), Miami, Fla., has urged, during good times and bad, that Florida prepare a State plan and work out State-wide projects which will ensure the consistent conservation of the great resources of the State.

O. C. SIMONDS, a graduate of the University of Michigan, was a pioneer in landscape design. He is the senior partner in Simonds & West, Chicago landscape designers, and author of a book on landscape gardening.

ISABELLE F. STORY is the Editor for the National Park Service. It is she who keeps the press fed with interesting and picturesque stories from the National Parks—stories that lure many a city-dweller to choose the National Parks for a vacation.

MAURICE H. THATCHER, Member of Congress from Kentucky, serves on the House Appropriations Committee. The Eastern National Park-to-Park Highway, proposed by him, when cleared of ugly roadside structures and improved by State highway commissions, should offer one of the most interesting vacation trips in the country.

ROGER W. TOLL has served as Superintendent of Rocky Mountain and then of Yellowstone National Park. He has been detailed by the National Park Service to examine many areas to determine their fitness for inclusion in the National Park System.

M. W. TORKELSON, a civil engineer, and graduate of the University of Wisconsin, has engaged in railway work in Tennessee, Kentucky, and

Virginia, and has served the Wisconsin Highway Commission for nearly twenty years. He is now Director of Regional Planning for the Highway Commission.

ALBERT M. TURNER is a seventh-generation Connecticut Yankee. He serves the Connecticut State Park and Forest Commission as Field Secretary and enlivens the annual meetings of the National Conference on State Parks.

TOM WALLACE, redoubtable Editor of the *Louisville Times*, wires that the Kentucky Federation of Women's Clubs, on May 21, adopted unanimously a resolution calling on all citizens of Kentucky to interest themselves in an effort to save the Frankfort Hills, and pledging the Federation to sponsor legislation to make them a State Park.

HARVEY M. WATTS, of Philadelphia, writer and lecturer, here presents the story of the Graphic Sketch Club founded by Samuel S. Fleisher.

FRANK A. WAUGH, B. S. Kansas Agricultural College, is Professor of Horticulture and Landscape Gardening in Massachusetts Agricultural College, and has written many authoritative books and magazine articles.

ROBERT WHITTEN, with a B. L. from the University of Michigan and a Ph. D. from Columbia, has served the cause of city planning in New York and Cleveland. He maintains an office in New York and has prepared thoroughfare plans for Atlanta, Providence, and Boston. He is President of the American City Planning Institute.

RAY LYMAN WILBUR, Stanford University '96, physician, educator, administrator, and conservationist, has long been interested in the great scenic reservations of the West. As Secretary of the Interior he is an understanding and wise friend of the National Parks.

Membership in American Civic Association

MEMBERS of the American Civic Association are elected on the basis of their local, State, and National civic work. Applications for membership should include an account of civic activities, affiliations, and interests. Members may be Annual (\$5), Sustaining (\$10), Contributing (\$25 to \$100), Patron (\$200 to \$1,000), or Life (\$50).

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- ‡ Member of Executive Board
- * Member of a Federal City Committee
- § Member of a Federal City Committee, also General Member

- ABBOTT, CHARLES F., New York City. Exec. Dir. Am. Inst. of Steel Constr., Inc. Rendered distinguished service in improving bridge construction.
- *ABBOTT, CLINTON G., San Diego, Cal. Dir. Nat. Hist. Museum.
- ABBOTT, ERNEST HAMLIN, New York City. Author. Past Editor-in-Chief *The Outlook*; past Chmn. Exec. Com. Nat. Service Commn. of Congreg. Churches. Mem. Nat. Arts Club.
- ABELL, MRS. EDWIN F., Baltimore, Md. Dir. Women's Civic League.
- *ABRAMS, LEROY, F. A. A. S. Palo Alto, Cal. Botanist, Stanford U., Cal. Mem. Am. Bot. Soc.; Cal. Acad. of Sci.
- ACHESON, M. W., JR., Pittsburgh, Pa. Lawyer. Trustee Washington & Jefferson Coll., Shady Side Acad.; Pres. Leg. Aid Soc.; Pittsburgh Housing Assn.; Fed. of Social Agencies; Allegheny Cemetery; V. P. Nat. Assn. of Leg. Aid Orgs.
- ADAMS, BYRON S., Washington, D. C. Printer. Mem. U. S. C. of C.; Washington C. of C.; Bd. of T.; Better Bus. Bur.; Mt. Pleasant Citizens' Assn.; Boys Club of Washington. Interested in community welfare.
- ADAMS, F. J., Omaha, Nebr. Mem. C. of C.; past Mem. Colo. Mtn. Club. As Organizer and Pres. of Fontenelle Forest has rendered important service in acquiring 700 acres of forest overlooking Missouri River as Natural Park, Bird & Wild-life Sanctuary for the benefit of the public. Keenly interested in roadside improvement through billboard restriction.
- *ADAMS, HOWARD A., Seattle, Wash.
- ADAMS, JOSEPH, Chicago, Ill. Trustee & V. P. Chicago Orchest. Assn.; Trustee Hist. Soc.; Ill. Humane Soc.; Mem., Field Mus. of Nat. Hist.; Audubon Soc. of Am.; Mun. Art League; Art Inst.; Chicago Crime Commn.; Citizens' Assn.; Mun. Voters' League; Legislative Voters' League; Civ. Serv. Assn. of Chicago; Civ. Serv. Reform Soc., N. Y. C.
- †ADAMS, THOMAS, Cambridge, Mass., and London, Eng. Professor. Consultant, N. Y. Reg. Plan; Assoc. Prof. of Research, Sch. of City Planning, Harvard U.; Lecturer on Civic Design, Mass. Inst. of Tech.; Mem. City Planning Inst.; past Pres. Town Planning Inst., London, Eng.; Hon. Mem. A. I. A.
- ADDAMS, JANE, Chicago, Ill. Settlement Worker. Author of numerous books on civic affairs. Lecturer on civic improvement. Founder social settlement, "Hull House." Mem. Woman's City Club; Woman's Club; Nat. Child Labor Com.; Nat. Conf. of Social Work.
- AGAR, JOHN G., New York City. Lawyer. Past Mem. N. Y. Bd. of Edn.; V. P. Nat. Civic Fed.; Pres. Reform Club. Mem. Mun. Art Soc.; Nat. Arts Club; War Dept. Com. on Training Camp Activities; Westchester Co. Park Com.
- †AHLSTROM, C. F., New York City.
- *AINSWORTH, MRS. C. F., Phoenix, Ariz.
- †‡AINSWORTH, J. C., Portland, Ore. Banker. Rendered important service in furthering and developing city plan of Portland as Chmn. City Planning Commn.
- ALBRIGHT, HORACE M., Washington, D. C. Dir. Nat. Park Serv., U. S. Dept. Interior. Mem. Nat. Cap. Park & Planning Commn.; Am. Forestry Assn.; Am. Soc. Mammalogists; Am. Bison. Soc.; Sierra Club. Interested in parks, playgrounds, conservation of wild life, elimination of outdoor advertising signs, roadside beautification, and city planning.
- §ALDEN, CHARLES H., Seattle, Wash. Architect. Chmn. City Planning Commn., Wash. Chapt. A. I. A. Mem. Pac. N. W. Assn. of Planning Commns.; Nat. Conf. on City Planning; Seattle Mun. League; past Mem. & Sec. Zoning Commn.; past Chmn. Zoning Com., City Planning Commn.; past V.-Chmn. Bldg. Code Rev. Com.; past Chmn. City Plan & City Dev. Coms., Seattle Mun. League. Expert Adv., City of Bellingham. Special interests: city planning, zoning, and development of the Federal City.
- *ALDIS, ARTHUR T., Chicago, Ill. Sec. Friends of Am. Art Assn.; Trustee Art Inst.
- ALEXANDER, MRS. A. J. A., Spring Station, Ky. Bulletin correspondent, Garden Club of Lexington; Co. V. P. Woman's Club of Lexington.
- ALLEN, FULTON, Salisbury, Md. Occasional lecturer on landscape art and practical botany. Interested in billboard regulation and roadside improvement.
- ALLEN, HAROLD, Washington, D. C. Lawyer, U. S. Treasury Department. Dir. & Mem. Legisl. Com., Juvenile Court Assn.; V. P. Leg. Aid Soc.; Northern Va. Park Assn.; Potomac Appalach.

- Trail Club (and Editor, Guide-book); Sec. Orchestra Assn. (Pittsburgh). Mem. Civic Club of Allegheny Co.; Child Welfare Assn. of Pittsburgh; Bd. of Govs. Art Club; Oregon Trail Mem. Assn. Active in the cause of conservation, and originator in the movement to create Shenandoah National Park.
- *ALLEN, R. C., Bonita, Cal.
- AMES, JOHN S., Boston, Mass. Rendered service in protection of Nat. Parks.
- ANDREWS, CHARLES E., JR., New Bethlehem, Pa. Pres. 1st Nat. Bk. Interested in banking, economics, and civic improvement.
- ANSCOMBE, EDMUND, Wellington, N. Z. Architect, structural engr. and community planner.
- *ANSFELD, FREDERICK, Montgomery, Ala. Architect.
- *ARMSTRONG, L. K., F. A. A. S., Spokane, Wash. Mem. N. W. Sci. Assn.; English-Speaking Union; Hon. Mem. Assn. Engrs. of Spokane. Interested in metallurgy.
- ASHMAN, MRS. GEORGE C., Peoria, Ill. Chmn. City Planning and Zoning Commn.
- §ASPINWALL, CLARENCE A., Washington, D. C. Pres. Security Storage Co.; Mem. Bd. of T.; Chmn. Office Management Com., Community Chest; Trustee George Washington U.; Garfield Mem. Hosp.; Fine Arts Soc.; Choral Festival Assn.
- §ATKINSON, WADE H., Washington, D. C. Physician. Interested in rural education and public health.
- ATWATER, HELEN W., Washington, D. C. Home Economist. Editor *Journal of Home Economics*. Mem. sci. staff, office of Home Economists, Dept. of Agr., 1909-23. Served as Exec. Chmn., Dept. of Food Production of Woman's Com., Council of Nat. Defense. Mem. Am. Home Economics Assn.; A. A. U. W.; Nat. Women's Press Club. Author of numerous bulletins (Dept. of Agr.), and other publications on nutrition and home economics.
- ATWOOD, WALLACE W., Worcester, Mass. Pres. Clarke U.; Chmn. Exec. Com., Mass. Land Econ. Survey; Mem. Nat. Pks. Adv. Bd.; Pres. Nat. Pks. Assn.; Mem. A. A. A. S.; Geol. Soc. of Am.; Assn. of Am. Geographers; Am. Geog. Soc.; Am. Antiqu. Soc.; Chicago Acad. of Scis.; St. Wulstan Soc.; Am. Council, Inst. of Pac. Relations; "Save-the-Redwoods" League; Internat. Geog. Union; Swedish Anthropol. and Geog. Soc.
- AUB, DARRELL P., Washington, D. C. Dir. Wash. C. of C. Interested in "Better Washington."
- BABBOTT, FRANK L., New York City. Ret. Manufacturer. V.P. Bd. of Edn., N. Y.; Former Mem. Brooklyn Bd. of Edn.; Pres. Packer Collegiate Inst.; Trustee Pub. Library; V.P. Free Kindergarten Soc.; Mun. Art Commn. Pres. Inst. Art & Sci.; Trustee Acad. of Music (all of Brooklyn).
- †BACKES, H. J., Humphrey, Nebr. Nurseryman.
- *BACON, JOHN L., San Diego, Cal.
- BADE, WILLIAM FREDERIC, F. A. A. S., Berkeley, Cal. Professor. Mem. Cal. Acad. of Sci.; Cal. Conf. of Social Work; Am. Philol. Assn.; Nat. Inst. of Social Sci.; Sierra Club; Mem. Council, "Save-the-Redwoods" League; V.P. Soc. for Preservation of Nat. Parks; Pres. Cal. Assn. Soc. for Conservation of Wild Life. Editor Sierra Club Bulletin; Lit. Executor of John Muir; Dir. Gellen-Nasheh Expdn. to Palestine.
- *BAILEY, WHEELER J., San Diego, Cal. Merchant. Dir. (Past Pres.) San Diego Museum; Pres. Archeol. Soc.; Mem. La Jolla Civic League.
- BAKER, GEORGE BRAMWELL, Chestnut Hill, Mass. Ret. Banker. Dir. Brookline Trust Co.; Mass. Soc. Prevention Cruelty to Children; Pres. Bd. Overseers, Boys' Club of Boston; Dir. Boys' Club Fed. of Am.; Trustee Boston U.; past Pres. Chestnut Hill Garden Club.
- BAKER, HORACE F., Pittsburgh, Pa. Attorney-at-Law. Dir. & past Pres. Civic Club of Allegheny Co.; Dir. & Treas. Fed. of Social Agencies; Dir. Welfare Fund; Woods Run Settlement Pa. Pub. Charities Assn.; Trustee Family Welfare Assn.
- §BALLOU, FRANK W., Washington, D. C. Supt. of Schools. Past Pres. & Mem. Dept. of Superintendence, N. E. A.; Dir. C. of C.; Mem. A. A. S.; Com. on Problems & Plans in Edn., Am. Council on Edn.; Sec. Commn. on Investigation of Social Studies; Com. on Tests, Am. Hist. Assn.
- BANNWART, CARL, Newark, N. J. Supt. Shade Tree Div.; past Pres. & Dir., N. J. Fed. Shade Tree Comms.; Dir-Broad St. Assn. Interested in shade; tree planting and civic education for boys and girls.
- BARBER, A. B., Bethesda, Md. Mgr. Transportation & Communication Dept., U. S. C. of C.; Chmn. Interfed. Conf. of Civic Feds. of Greater Washington Metrop. Area; Pres. Bradley Hills Community League; Dir. Nat. Conf. on Street & Highway Safety.
- *BARBER, OSCAR, Berkeley, Cal.
- BARD, ALBERT S., New York City. Lawyer. Mem. Exec., Legislat., & City Coms. of Citizens Union; Trustee Legislat. Com. City Club; V.-Chmn., Counsel & Mem. Exec. Com. Nat. Council for Protection of Roadside Beauty; Pres. Mun. Art Soc.; Mem. Am. Forestry Assn.; Nat. Conf. on City Planning; Nat. Mun. League; Park Assn. of N. Y. C.; Prop. Rep. League; "Save-the-Redwoods" League, *et al.* Participated in saving Central and City Hall Parks from encroachments.
- *BARD, HOWARD B., San Diego, Cal. V.P. San Diego Museum. Mem. Civic Assn.; Bd. State-County Parks Assn.; Civic Com., C. of C.; Exec. Dir. Open Forum.

- †BARKER, SARAH MINCHIN, Providence, R. I. Mem. Bd. of Civic Impr. and Park Assn.; Prov. Players, past Dir. Drama & Pageantry for Providence. Interested in civic drama.
- †BARNES, JULIUS H., New York City. Chmn. Bd. of Dirs., U. S. C. of C.
- BARNETT, ROBERT C., Jefferson City, Mo. Statistician. Chmn. City Plan Com., St. C. of C.; V.-Chmn. City Planning & Zoning Com.
- BARNEY, W. POPE, Philadelphia, Pa. Architect.
- *BARNHART, MRS. W. E., Seattle, Wash.
- BARRON, LEONARD, F. A. A. S. Garden City, L. I. Horticulturist. Editor *The Water Garden, The Garden Library*; Hort. Ed. *American Home, Country Life in America*; Mem. Landscape Com., Long Island, N. Y. C. of C.; Hort. Soc. of N. Y.; Am. Soc. Hort. Sci. Author "Lawns and How to Make Them," "Flower Growing."
- *BARROWS, DAVID, Berkeley, Cal. Professor of Polit. Sci.; Dean & past Pres. U. of Cal. Mem. Cal. State Commn. on Rural Credit and Colonization; Dir. East Bay Public Utility. Author "History of the Philippines: a Decade of American Government in the Philippines."
- †§BARTHOLOMEW, HARLAND, St. Louis, Mo. City Planner. Engr. City Planning Commn.; expert adviser & dir. of preparation of zoning ordinances for Washington, D. C.; Pres. City Planning Conf.; past Pres. Am. City Planning Inst.; Non-resident Prof. of Civic Design, U. of Ill. Planner of about 50 American cities.
- BARTRAM, FRANK M., Kennett Square, Pa.
- †BASSELIN, THEODORE B., Croghan, N. Y.
- BASSETT, EDWARD M., New York City. Lawyer. Ex-Congressman. Past Chmn. Heights of Bldg. Commn.; Zoning Commn.; past Pres. Nat. Conf. on City Planning; Counsel Zoning Com. of N. Y. C. Mem. Com. on Zoning & City Planning, Dept. of Commerce Interested in laws and ordinances to organize land for community purposes.
- BATES, ONWARD, Chicago, Ill. Ret. Civil Engineer. Trustee Bur. Pub. Efficiency for 12 yrs.; past Pres. A. S. C. E., Chicago, Ill. and Augusta, Ga. Interested in conservation.
- BATTLE, GEORGE GORDON, New York City. Lawyer. Pres. N. Y. Southern Soc.; Nat. Com. on Prisons & Prison Labor; past Pres. Parks & Playgrounds Assn.; Chmn. Adv. Bd. Park Assn.; Bd. of Trustees Civic Forum; Trustee N. Y. Zoöl. Soc. Mem. Adv. Bd., Big-Brother Movement; Adv. Council, League for Am. Citizenship; Bd. of Dirs., Girls Serv. League.
- BAYLIES, WALTER C., Boston, Mass. Merchant. Rendered service in protection of National Parks.
- BAYLISS, MRS. WILLARD, Chisholm, Minn. Dir. Gen. Fed. Women's Clubs; past Pres. Minn. Fed. Women's Clubs; past St. Chmn. Minn. Forest Week; V.P. Minn. Safety Council; Sec. St. Louis Co. Child Welfare Bd. Mem. Minn. Commn. on "Enrichment of Adult Life," Nat. Edn. Assn.; Upper Miss. Valley Conf.; Nat. & St. Conf. of Social Work. Formerly Editor of *Minnesota Federation News* and of "Home Council," *Farm, Stock and Home Magazine*.
- *BEACH, E. L., Palo Alto, Cal. U. S. N. Author.
- BEACOM, MRS. WILLIAM H., Wilmington, Del. Dir. League of Nations Assn.; Dir. & past Pres. St. Fed. Women's Clubs; Dir. for Delaware, Gen. Fed. Women's Clubs; Del. Safety Council; Sec. Prisoners' Aid Soc. Mem. Nat. Safety Council; Exec. Bd., Wilmington New Century Club; Village Impr. Assn., Rehoboth Beach.
- §BEBB, CHARLES H., F. A. I. A., Seattle, Wash. Architect. Superv. Archt. Washington St. Capitol group; firm Archts. U. of Washington bldgs.
- BECKMAN, F. WOODS, Altoona, Pa. Realtor. Dir. Pa. Housing & Town Planning Assn.; Chmn. Com. on City Planning & Mun. Affairs, Altoona R. E. Bd. Mem. Nat. Housing Assn.; Internat. Fed. Housing & Town Planning; Nat. Conf. on City Planning; Nat. Geog. Soc.
- BECKWITH, MRS. DANIEL, Providence, R. I. Interested in National Parks and Billboard Restriction.
- §BEER, PAUL, Des Moines, Ia. Mem. City Planning Commn.; City Zoning Commn.; Greater Des Moines Com.; Chmn. Sub-Com. on Transit and Transportation, City Plan Commn.
- BEGGS, MRS. FREDERIC, Wyckoff, N. J. Mem. Bd. St. Fed. Women's Clubs (Chmn. Com. on Internat. Relations); Adv. Bd. Passaic Co. Planning Assn.; past Pres. Paterson Woman's Club; Bd. of Recreation. Actively engaged in community improvement for Paterson.
- *BELCHER, FRANK J., JR., San Diego, Cal.
- BELL, MRS. CHARLES J., Washington, D. C. Interested in civic improvement.
- BEMENT, ALON, New York City. Artist. Dir. Art Center.
- BENTLEY, HENRY, Cincinnati, O. Attorney-at-Law. Pres. City Charter Com. Interested in organizations for citizen participation in municipal politics.
- BERNARD, W. C., St. Louis, Mo. Engineer. Mem. A. M. E.; Nat. Conf. on City Planning. Especially interested in standardization of procedure in condemnation and assessment for public improvements; in the evolution of textbooks to promote civic pride and civic tradition of children in grade schools; smoke abatement; economic rapid transit; parks and playgrounds; city planning.
- BERNHEIM, ISAAC W., F. A. G. S., Denver, Colo., and Volusia Co., Fla.

- Mem. Am. Assn. for Labor Legislation; Am. Forestry Assn.; Am. Econ. Assn.; Acad. of Polit. Sci.; Nat. Recr. Assn.; Nat. Com. on Prisons & Prison Labor. Donor of Abraham Lincoln statue, by George Grey Barnard, in front of Public Library, Louisville, Ky.; also of statue of Henry Clay and Ephraim McDowell in Statuary Hall, Washington, D. C.; of 13,000 acres of land near Louisville, Ky., for public use as arboretum and herbarium.
- †BERNHEIMER, CHARLES L., F. A. G. S., New York City. Merchant. Chmn. of Bd., Bear Mill Mfg. Co.; Hon. Pres. Am. Arbitration Assn.; Patron Mus. Nat. Hist.; V.P. N. Y. Bd. of T.; Mem. N. Y. St. C. of C. (Chmn. Arbitration Com., appointed 20 consecutive times); Internat. Law Assn.; Am. Geog. Soc.; Metrop. Mus. Art.; Adv. Com. Sch. of Bus., Columbia U. Author of numerous publications, including "Rainbow Bridge." Largely instrumental in opening up desert country between Colorado River and Navajo Mountain in northern Arizona and southern Utah. Discovered many unknown cliff ruins and dinosaur tracks, pronounced by American Museum of Natural History as most perfect specimens ever discovered.
- †§BETTMAN, ALFRED, Cincinnati, O. Lawyer. Mem. Bd. Bur. of Gov. Res.; Better Housing League; Ohio Inst.; Chmn. City Planning Commn.; Reg. Crime Assn.; V.P. Nat. Conf. on City Planning; Exec. Bd. & Chmn. local Fed. City Com., A. C. A. Mem. Nat. Mun. League; Am. City Planning Inst. Led city-planning movement in Cincinnati which resulted in official city plan. Engaged in promoting, carrying out, and protecting city plans in U. S., in municipal research, and in administration of criminal justice. Especially interested in political and legal aspects of city planning.
- BICKEL, REDDICK H., San Francisco, Cal. Architect and City Planner. Mem. Internat. Fed. Housing & Town Planning; C. of C.; Bur. Mun. Res.; Commonwealth Club. As Member of City Planning Committee, helped draft City Planning Amendment to Charter of City and County of San Francisco adopted by voters in 1928 election, by large majority. Interested in beautification of California's State highways, regional plan project for Bay Cities, and San Francisco-San Mateo Survey.
- *BICKLEY, HOWARD L., Santa Fe, N. M. Justice Supreme Court, N. M. Mem. N. M. League of Municipalities; Kiwanis Club; C. of C. While residing in Raton, N. M., was City Attorney for ten years and participated in extensive street-improvement program, park creation and improvement, library building, municipally owned water-works and electric-light plant, municipal auditorium and city hall.
- †BIDDLE, EDWARD W., Carlisle, Pa. Former Judge. Pres. Bd. Trustees Dickinson Coll.; Pres. J. Herman Bosler Memorial Library. Author.
- †§BIDDLE, GERTRUDE BOSLER (Mrs. EDWARD W.), Carlisle and Philadelphia, Pa. Dir. Nat. Recr. Assn.; Tri-St. Reg. Planning Fed.; City Parks Assn.; Dir. Art Alliance. Mem. (by apmt. of Governor) St. Council of Edn.; Bd. of Govs. Phila. Forum. Founder and for 10 years Pres. Civic Club of Carlisle; for 7 years Pres. Civic Club of Phila.; Pres. 1907-11 St. Fed. Pa. Women's Clubs, specializing in civic improvements; V.P. & Chmn. Phila. Fed. City Com., A. C. A.; V.P. A. C. A. Together with brothers and sisters built and endowed Pub. Library in Carlisle. Jointly with husband presented equipped athletic field to Dickinson Coll.
- BIDDLE, MRS. J. WILMER, Philadelphia, Pa. Pres. Colonial Dames of Am., Chapt. 11. Interested in general civic advance.
- *BIGGER, FREDERICK, Pittsburgh, Pa. Architect and Town Planner. Dir. & Exec. Citizens' Com. on City Plan; Dir. & Sec. Pa. Housing & Town Planning Assn.; Dir. Pittsburgh Housing Assn. Mem. Art Commn.; City Planning Commn.; Civic Club of Allegheny Co.; Nat. Housing Assn.; Nat. Conf. on City Planning; Am. Fed. of Arts; A. I. A. (Pres. Pittsburgh Chapt.); Bd. of Govs., Am. City Planning Inst.; Council, Internat. Fed. Housing & Town Planning.
- BING, ALEXANDER M., New York City. Pres. Hudson Guild; Exec. Com. N. Y. Bldg. Congress; Pres. City Housing Corp. Interested in better planning and housing. Promoter of Sunnyside and Radburn.
- BIRD, MRS. GEORGE E., Yarmouth, Me. Rendering important service in civic education and community advance, as Pres. (for 19 yrs.) of the Village Improvement Soc.
- *BISHOP, CARL, Santa Fe, N. M.
- BLACK, RUSSELL V., Philadelphia, Pa. City Planner and Landscape Architect. Mem. Nat. Mun. League; Nat. Conf. on City Planning; Am. City Planning Inst.; A. S. C. E.; A. S. L. A.; English Garden Cities. Past Dir. Reg. Planning Commn. of Tri-St. Dist. Actively engaged in county planning and in county-park planning; also planning for several municipalities.
- BLADEN, MRS. FRANCIS, New York City. Interested in civic improvement.
- BLAIN, MRS. THOMAS J., Port Chester, N. Y. Mem. Westchester Co. Recr. Commn. Rendered important service in extension and development of Westchester Co. park and recreation system.
- †BLAINE, MRS. EMMONS, Chicago, Ill. Founder Sch. of Edn., U. of Chicago. Former Mem. Bd. of Edn.
- *BLAIR, HENRY P., Washington, D. C. Lawyer. Past Pres. Bd. of Edn. Mem. C. of C.; Bd. of T.

*BLAIR, JOHN J., Raleigh, N. C. Pres. Civitan Club; Treas. N. C. St. Art Soc.; Chmn. Civic Com., C. of C. Keenly interested in highway improvement and civic education.

†BLAKE, MRS. ARTHUR WELLAND, Brookline, Mass.

*BLAKE, HARRY, Washington, D. C. BLAKISTON, EMMA, Ft. Washington, Pa. Bd. Mem. Sch. of Hort., Ambler, Pa.; Council Mem. Nat. Farm & Garden Assn. (Pres. Keystone Br.); Mem. Nat. Assn. of Audubon Socs.; Nat. Forestry Assn.; Pa. Forestry Assn.; Nat. Conf. on State Parks. Interested in horticulture, forestry, and roadside improvement.

*BLOOM, SOL, New York City. Congressman. Superintended construction Midway Plaisance, Chicago Expn., 1893. Assoc. Dir. U. S. Commn. for the Celebration of the 200th Anniversary of the Birth of George Washington.

BLUCHER, WALTER H., Detroit, Mich. City Planner. Sec. City Planning Commn. Mem. Nat. Conf. on City Planning; Am. City Planning Inst.; Mich. Housing Assn.; Internat. Fed. Housing & Town Planning; Dir. Nat. Highway Traffic Assn. Participated in movement for erection of homes for low-wage earners; the adoption of Master Plan for Detroit; the movement now under way to adopt a Zoning Ordinance; the Civic Center; a Metropolitan Park Plan for Detroit Region.

§BOARDMAN, MABEL T., Washington, D. C. Nat. Sec. A. R. C. (Volunteer Dir., Volunteer Service A. R. C.); Mem. Bd. of D. C. Assoc. Charities. Former Commr. District of Columbia.

BOARDMAN, MISS R. C., Huntington, N. Y. Artist. Mem. A. R. C.

BOASBERG, EMANUEL, Buffalo, N. Y. Pres. Buffalo Better Bus. Bur.

BODINE, SAMUEL T., Philadelphia, Pa. Chmn. Bd. of Dirs., United Gas Impr. Co.; Mem. Bd. of Dirs. & Exec. Com., Reg. Planning Fed. of Phila. Tri-State Dist.

*BOEHL, HERBERT F., Louisville, Ky.

†BOK, MARY LOUISE CURTIS (MRS. EDWARD W.), Merion, Pa. Chmn. Phila. Grand Opera Co.; Dir. Phila. Orchestra, succeeding Edward Bok; Mem. Civic Club; Art Alliance; Cosmopolitan Club; Print Club (all of Phila.); Engl.-Speaking Union; Am. Rose Soc.; For. Policy Assn.; Pa. Hist. Soc.; Nat. Inst. of Social Sci.; Merion Civic Assn.; Pa. Soc. of New England Women; Nat. Assn. of Audubon Socs.; Edward A. MacDowell Mem. Assn.; Contemporary Club; Cosmopolitan Club, N. Y. C.; Civic Repertory Theatre (N. Y.). Created and endowed Curtis Inst. of Music, supplying and furnishing buildings, placing many fine *objets d'art* therein. Built Casimir Hall (H. W. Sellers, Archt.) for concerts at the Inst. A wrought-iron door by S. Yellin is part of Casimir Hall. Erected the building of the Settlement Mus.

Sch. Interested in the Pub. Library at Camden, Me. Contributed landscape garden surrounding it, work of Fletcher Steele, of Boston; also gave bronze statue by B. T. Kurts, of Baltimore, for the Library lot beautification. Contributed to the purchase of Camden Village green, landscaped by F. L. Olmsted. Originated and presented, under the auspices of the Curtis Inst. of Mus., a yearly series of free Sunday evening chamber music concerts in the Pa. Museum. Effected affiliation of the Phila. Grand Opera Co. and the Curtis Inst. of Mus. in 1929.

§BORDEN, MRS. WALLER, Chicago, Ill. Mem. Gen. Bd. Dir. League of Women Voters; Ill. Children's Home & Aid Soc. (V.P. Woman's Bd.); Antiq. Soc., Art Inst.; Bd. Fortnightly Club; "Century of Progress Expn., 1933"; Pub. Sch. Art Soc.; Plan for City Beautiful; Friends of Opera.

BOSANKO, STANLEY E., Floral Park, N. Y. Trustee, Village of Floral Park, Inc. Interested in civic and community improvement.

BOSS, HARRY K., Washington, D. C. Realtor. Mem. Bd. of T. Responsible for creation and development of Foxhall Village.

*BOTTORFF, H. C., Sacramento, Cal. Comptr. Cal. St. Life Ins. Co.; former City Mgr.

BOUCHELLE, MRS. JULIAN F., Charleston, W. Va. Pres. & Organizer, Fed. Garden Clubs of W. Va.; Organizer & 1st St. Chmn., Div. of Gardens, W. Va. Fed. of Women's Clubs; Co. Chmn., Better Homes in Am.; Co. Councilor (for 18 yrs.), St. Farm Women's Clubs; Mem. Bd. of Dirs., Y. W. C. A.; Garden Club of Am.; Kanawha Garden Club; Charleston Rose Soc.

BOUTON, EDWARD H., Baltimore, Md. Mem. Mun. Art Soc.; Mus. of Art; Friends of Art; Roland Park Civic League; Archtl. Commn.; Am. City Planning Inst. Actively engaged in the improvement of suburban development.

BOUTON, MRS. EDWARD H., Baltimore, Md. Dir. Garden Club of Am.; V.P. Am. Forestry Assn. Mem. Mun. Art Soc.; Mus. of Art; Friends of Art; Roland Park Civic League; Amateur Gardeners Club of Md.

*BOWERMAN, GEORGE F., Washington, D. C. Librarian Public Library. Dir. Community Inst.; Mem. Exec. Com. Washington Literary Soc.; Councilor Fine Arts Soc.; Mem. C. of C. Interested in development of public libraries and parks in Washington.

*BOYLE, E. R., Washington, D. C. BRACKEN, F. B., Philadelphia, Pa. Lawyer.

†BRADLEY, ABBY A., Hingham, Mass. Mem. Council, Girl Scouts of Am.; A. R. C.; Hist. Soc.; Colonial Dames of Am.; D. A. R.

BRADLEY, RICHARDS M., Boston, Mass. Interested in community advance.

- BRADWAY, JUDSON, Detroit, Mich. Realtor. Pres. City Plan Commn.; Mem. Charter Revision Commn.; Bldg. Code Revision Commn.
- *BRADY, PETER J., New York City.
- BRAINERD, HARRY B., New York City. Architect and City Planner. Mem. Am. City Planning Inst.; Nat. Conf. on City Planning; City & Reg. Planning Com., A. I. A.; City Planning & Archtl. Adviser to East Side C. of C., Inc. 1930-1931. Participated in preparing many city plans and drawings for civic centers. Interested in architectural control of the design of building facades.
- *BRANCH, H. B., Raleigh, N. C.
- *BRANSON, E. C., Chapel Hill, N. C. Kenan Prof. Rural Social Economics, U. of N. C.; Pres. Orange Co., N. C. Civic Assn.; Mem. Nat. Mun. League; Am. Country Life Conf.; Am. Sociol. Soc.; Am. Agrl. Econ. Assn.; Gov.'s Council for Agrl. Betterment in N. C.; St. Hist. Assn. Since 1914 engaged mainly in county government field-studies in 61 rural counties of the State, resulting in (1) State-wide county government laws; (2) St. Adv. Commn. in Co. Govt. as a permanent detail of the civic establishment; (3) Paul W. Wager's Administrative Co. Govt. in N. C., U. of N. C. Press; Administrative Co. Govt. in Miss., by Columbus Andrews; Administrative Co. Govt. in S. C., by Columbus Andrews; (4) County Accountants and Co. Mgrs. in N. C. counties, thus promoting civic self-expression and self-regulation.
- BRAUER, HOWARD S., New York City. Sec. Nat. Recreation Assn.; Chmn. Nat. Social Work Council. Mem. Bd. of Dirs. Nat. Information Bur.; Commn. Social Serv., Fed. Council of Churches of Christ in Am.; Nat. Conf. Social Work; Am. Assn. Social Workers; Nat. Arts Club; Town Hall Club. Editor *Recreation*.
- §BRAUN, JOHN F., Philadelphia, Pa. Manufacturer. Mem. Bd. of Dirs. Phila. Orchestra Assn.; Presser Found.; Sch. of Industrial Art; Art Alliance. Musician and art connoisseur.
- †BRAZIER, E. JOSEPHINE, Philadelphia, Pa.
- *BRICKEN, MRS. CHARLES R., Montgomery, Ala.
- BRIGGS, ASA G., St. Paul, Minn. Past Pres. St. Paul Assn. and actively interested in civic improvement for St. Paul.
- *BRIGHAM, HENRY R., Boston, Mass.
- BRIMMER, GEORGE E., Cheyenne, Wyo. Interested in civic improvement.
- §BRINCKERHOFF, A. F., New York City. Landscape Architect. Chmn. Com. on Parks, N. Y. Chapt. A. S. L. A. Mem. Standing Com. on Plan of Washington & Outlying Regions, A. S. L. A.; Am. Fed. of Arts; Archtl. League, N. Y.; Fine Arts Fed., N. Y.; Park Assn. of N. Y. C., Inc. Has carried on successful campaign toward the restoration of Central Park.
- *BRINKE, GEORGE A., Louisville, Ky.
- BRINTON, WALTER, Philadelphia, Pa. Mem. Fairmount Park Art Assn.; Pa. Hist. Soc.; Friends of the Wissahickon Assn.; Mus. of Art. Specially interested in preservation of forests and other natural resources.
- BRIX, JOSEPH, Berlin, Germany. Engineer. Interested in city planning.
- †BROOKSMIT, J. S., Chicago, Ill.
- §BROOKE, FREDERICK H., Washington, D. C. Architect.
- BROOKE, MRS. FREDERICK H., Washington, D. C. Dir. of Community Chest; Nat. Field Chmn., Girl Scouts of D. C.; Pres. Children's Hosp.; V.-Chmn. Bicentennial Garden Club; Mem.-at-Large, Nat. Garden Club of Am.
- BROWN, MRS. ALLEN, Normal, Ill. Interested in civic improvement.
- *BROWN, ANNIE FLORENCE, Oakland, Cal.
- *BROWN, ARTHUR L., New York City.
- BROWN, CAREY H., Rochester, N. Y. Exec. Dir., Civic Impr. Assn.; formerly Exec. Officer, Zoning Commn., & later engr. Nat. Cap. Park & Planning Commn. Washington, D. C., Mem. Nat. Conf. on City Planning; Am. City Planning Inst. Active in promoting the development of Rochester and environs in accordance with an adequate and comprehensive plan.
- BROWN, COL. FRANKLIN Q., Dobbs Ferry, N. Y. Banker. Pres. Westchester Co. C. of C.; Village of Dobbs Ferry (served 10 terms); Dobbs Ferry Hosp.; Dobbs Ferry Free Lib.
- BROWN, MRS. JOHN WESLEY, Baltimore, Md. Mem. Bd. of Dirs. Women's Civic League; Bd. Sch. Commrs.; Bi-Racial Com., Pub. Athletic League.
- *BROWN, ROBERT, Santa Fe, N. M. Physician.
- BROWN, W. E., Miami Beach, Fla. City Planning Consultant. Mem. Fla. Engring. Soc.; A. S. M. E. Interested in city and regional planning, and municipal improvements.
- *BROWNE, K. L., Kansas City, Mo.
- *BRUCE, HELM, JR., Louisville, Ky.
- BRUCE, WILLIAM GEORGE, Milwaukee, Wis. Publisher. Pres. Milwaukee Harbor Commn.; Hon. Pres. Great Lakes Harbor Assn.; V.P. Auditorium Bd.; Dir. Nat. Rivers & Harbors Congress. Mem. Exec. Com. Great Lakes-St. Lawrence Tidewater Assn.; Wis. Deep Waterways Commn.; Milwaukee Assn. of Commerce. Author "Bruce's School Architecture." Has rendered distinguished service in connection with harbor improvements.
- †BRYANT, OWEN, Cohasset, Mass.
- BUDD, BRITTON I., Chicago, Ill. Public Utility Executive. Founder & V.P. Katharine Kreigh Budd Mem. Home; one of the Founders, Union League Boys' Club; Trustee & V.P. St. Luke's Hosp.; Trustee Chicago World's Fair Centennial; Dir. John Crerar Lib.; Mem. C. of C.
- BUELL, MRS. CHARLES E., Madison, Wis. Pres. Old Indian Agency House

- Assn., Inc.; Chmn. Dept. of Hist. & Landmarks, Wis. Fed. Women's Clubs; Mem. Budget Com., Madison Community Union; past Pres. Wis. Fed. of Women's Clubs; Madison Woman's Club; past Chmn. Civics Club. Actively engaged in raising funds for purchase of farm at Portage on which stands old Indian Agency House, all that remains of Ft. Winnebago.
- BULLOCK, WALLER O., Lexington, Ky. Surgeon. Rendered distinguished service in the fight to preserve Cumberland Falls.
- BUMPS, HERMON C., F. A. A. A. S., Waban, Mass. Educator. Cons. Dir. Desert Mus. of Sci.; Pres. Mt. Desert Island Biol. Lab.; Hon. Fellow, Metrop. Mus. Art; Chmn. Com. on Museums in Nat. Parks. Member of numerous scientific organizations in America and abroad. Author of numerous monographs and articles on biology and educational subjects.
- *BUNTING, HENRY S., Lake Bluff, Ill.
- BURLINGAME, LUTHER D., Providence, R. I. Mechanical Engineer. Pres. Civic Impr. & Park Assn.; Dir. C. of C.; Nat. Safety Council; ex-Pres. Providence Engr. Soc.; Chmn. Jt. Com. A. S. M. E., and Soc. Am. Engrs. Rendered distinguished service in city-planning movement and general civic improvement in Providence.
- †BURNAP, GEORGE, Washington, D. C. Landscape Architect. Consultant Mun. Center; Mem. Bd. of T.; Planner Civic Center, St. Joseph, Mo. Designer park systems, Omaha, Nebr.; Council Bluffs, Iowa. Especially interested in city planning and park systems.
- ‡§BURNHAM, D. H., F. A. I. A., Chicago, Ill. Architect. Pres. Chicago Reg. Planning Assn.; Dir. of Works & Sec. A Century of Progress. Mem. Plan of Chicago Com.; Commercial Club; Citizens' Advisory Com. Forest Preserves; Western Soc. of Engrs.; Ill. Soc. of Architects.
- BURNHAM, MRS. GEORGE, JR., Philadelphia, Pa.
- BURT, STRUTHERS, Southern Pines, N. C. Author. Mem. Adv. Edit. Bd., *Outdoor America*; Mem. Southern Pines C. of C.; Assn. for Preservation and Beautification of Highways; Am. Inst. of Arts & Letters. Especially interested in highway improvement and beautification, proper restriction of outdoor advertising, National Parks, and conservation.
- †BURTON, CHARLES W., Detroit, Mich.
- §BUSH-BROWN, H. K., Washington, D. C. Sculptor. Mem. Nat. Arts Club; Nat. Sculpture Soc.; Archtl. League (all of N. Y.); Arts Club of Washington. Contributor to *National Capital Magazine*, *Municipal Affairs*, etc.
- BUTLER, SMEDLEY D., West Chester, Pa. U. S. M. C. Responsible for development of first road system, Haiti, 1917. Interested in improvement of Federal property in M. C. stations, and roadside and park development.
- *BUTLER, OVID, Washington, D. C. Exec. Sec. Am. Forestry Assn. Editor *American Forests*. Especially interested in education designed to stimulate the appreciation and use of trees as an essential element in city planning, civic improvement, and social welfare.
- BUTT, MRS. L. HAVEMETER, Tuxedo Park, N. Y. Keenly interested in elimination of outdoor advertising, preservation of wild flowers, and conservation of natural scenic beauty and resources.
- BUTTENHEIM, HAROLD S., New York City. Editor *The American City*. Pres. Am. City Bur. Inc.; Dir. Planning Fdn. of Am.; Hon. Mem. Am. City Planning Inst.; Chmn. Com. on Location, Causes & Effects of Congestion of the Nat. Conf. on Street & Highway Safety; Trustee N. Y. City Club. Mem. Council & Exec. Com. Nat. Mun. League; Governing Com. Mun. Admin. Serv.; Pub. Safety Adv. Com. of Nat. Safety Com.; Traffic Safety Com. of Am. Auto Assn.; Bd. of Dirs. Nat. Child Welfare Assn.; Nat. Conf. on City Planning; Adv. Com. N. Y. St. League of Municipalities; Com. President's Conf. on Home Bldg. & Home Ownership; Nat. Housing Assn.; Am. Pub. Health Assn.; Proper Representation League; Nat. Conf. on Social Work; Nat. Arts Club.
- BUTTRAM, MRS. FRANK, Oklahoma City, Okla. Rendered distinguished service in connection with Civic Symphony Orchestra.
- CABANA, OLIVER, JR., Buffalo, N. Y. Banker. V.-Chmn. N. Y. St. Bd. of Housing; Dir. C. of C.; Chmn. Buffalo Fdn. Mem. Bur. Mun. Res.; Hist. Soc.; Soc. of Nat. Sci.; Am. Scenic & Hist. Preserv. Soc.; Niagara Frontier Planning Assn. Interested in regional planning.
- CADY, JOHN HUTCHINS, Providence, R. I. Architect. Chmn. City Planning Commn.; Dir. Audubon Soc. of R. I. Mem. Civic Impr. & Park Assn.; A. I. A.; Nat. Conf. on City Planning; Appalachian Mtn. Club; Sec. "The Players" (Providence). Especially interested in city planning.
- CAEMMERER, H. P., Washington, D. C. Sec. Fine Arts Commn. Mem. Am. Fed. of Arts; Archæol. Inst. of Am.; Nat. Geog. Soc.
- †CALLENDER, W. R., Providence, R. I. Merchant. Pres. Commercial Club. Mem. Exec. Bd. Retail Mchts.; C. of C.; Am. Acad. Polit. & Social Sci.; Am. Mus. Nat. Hist.; Am. Forestry Assn. Police Commr., 1910-13.
- CAMERON, MRS. FLORA B., Waco, Tex. Mem. Tex. Hist. Assn.; Tex. Art League; Waco Art League; Garden Club; St. Fed. Women's Clubs.
- CAMERON, MARY, Harrisburg, Pa. Interested in roadside improvement.
- CAMPBELL, A. O., Oklahoma City, Okla. Dir. C. of C.; Chmn. City Planning

- Commn.; Pres. St. Fair & Exposition. Mem. U. S. C. of C.; St. C. of C. Working on the opening up and widening of major highways and streets, and acquisition of additional areas (5 per cent secured by donation) for park purposes and neighborhood playgrounds.
- ***CAMPBELL, FRANK G.**, Alexandria, Va. Patent Attorney. Past Pres. Arlington Co. Civic Fed. Mem. Va. Park & Planning Commn.; Arlington C. of C.; Arlington Co. Better Govt. League. Actively interested in billboard control.
- ††**CAPARN, HAROLD A.**, New York City. Landscape Architect. Treas. Nat. Council for Protection of Roadside Beauty. Mem. A. S. L. A. (past Pres. N. Y. Chapt.); Archtl. League; Council on Nat. Parks, Forests, & Wild Life; City Gardens Club; Nat. Park Assn.; Nat. Conf. on St. Parks; Citizens' Union; City Club; Nat. Conf. on City Planning. Author of numerous articles on parks and park design, billboard restriction, and kindred subjects.
- ***CAPPER, ARTHUR**, Topeka, Kans. U. S. Senator. Publisher. Gov. of Kansas, 1915-19. Mem. Nat. Cap. Park & Planning Commn.
- CAREY, MRS. FRANCIS KING**, Baltimore, Md. Founder, Country Sch. for Boys. Mem. Bd. of Dirs., Sec. & Mem. Milk Coms., Women's Civic League. Past Milk Director for a group of civic organizations.
- CARKNER, GEORGE S.**, Kansas City, Mo. Pres. Liberty Mem. Assn. Initiated movement to found and preserve Liberty Memorial of Kansas City.
- †**CARLSON, CARL OSCAR**, Fairfield, Conn. Mem. Am. Rose Soc.
- CARPENTER, GEORGE O.**, St. Louis, Mo. Dir. Pub. Libr.; Trustee Washington U. Mem. Tower Grove Park Bd.; A. I. M. E.
- ***CARPENTER, J. S.**, Des Moines, Ia.
- CARPENTER, JAMES SALTONSTALL**, Washington, D. C. Pres. Western High Sch. Home & Sch. Assn. Mem. Civitan Club; Bd. of T. Specially interested in Boy Scouts and real-estate subdivisions.
- †**CARR, ARTHUR**, Washington, D. C.
- CARROLL, JOHN A.**, Chicago, Ill. Banker. Dir. Glenwood Sch. for Boys. Mem. Exec. Com. Chicago Plan Commn.; Advis. Com. Citizens' Police Commn.; Juvenile Court Com. on Mothers' Pensions; Citizens' Traction Com.
- ***CARROLL, JOHN E.**, Seattle, Wash. Pres. City Council. Mem. Plan Commn.
- †**CARSLEY, GEORGE HOLLISS**, Helena, Mont. Architect. Mem. Park Commn.; Archt. for gen. plan, Coll. of Mech. Arts, and State U. of Mont.
- CARSON, A. C.**, Riverton, Va. Judge. Pres. Soc. for Restriction of Outdoor Advertising in Va. Interested in roadside planting and establishment of roadside parks.
- CASE, A. C.**, Washington, D. C. Actively interested in campaign to clean up highway approaches to National Capital.
- CAUCHON, NOULAN**, Ottawa, Can. City Planner. Mem. Council of Town Planning Inst. of Can.; Nat. Conf. on City Planning.
- ***CHALMERS, MRS. L. H.**, Phoenix, Ariz. Chmn. local Com. on Federal City, A. C. A.
- CHANCE, MRS. MERRITT O.**, Washington, D. C. Pres. Woman's City Club; Mem. Conduit Rd. Citizen's Assn.; Community Chest. Special interest: city planning for Federal City.
- CHANDLER, ALICE G.**, Lancaster, Mass. Pres. Libr. Art Club; Trustee (past Librn.) Town Libr.; Sec. Libr. Com.; Mem. Western Mass. Libr. Club; Bay Path Libr. Club; Mass. Libr. Club.
- ††**CHANDLER, HENRY P.**, Chicago, Ill. Lawyer. Trustee Bur. Pub. Efficiency; Dir. Citizens' Assn.; Plan Commn.; Reg. Planning Assn.; Civ. Serv. Assn. Appointed (by the Governor) Chmn. Ill. Com. on Child Welfare Legislation. Mem. City Club. Rendering important service in the development of the Chicago Regional Plan.
- CHAPMAN, DAVID C.**, Knoxville, Tenn. Chmn. Tenn. Great Smoky Mtn. Park Commn.; Great Smoky Mtn. Conservn. Assn.; Dir. Nat. Conf. on St. Parks. Mem. Tenn. St. Park and Forestry Commn. Special interest: National and State Parks.
- CHAPMAN, ELLWOOD B.**, Swarthmore, Pa. Pres. Chestnut Street Assn.; Pa. Parks Assn.; Dir. Housing Assn. Mem. Traffic Com., C. of C.; City Parks Assn.; Fairmount Park Art Assn.; Bur. Mun. Res.; Tri-St. Reg. Planning Fed.; Acad. of Nat. Sci.; Am. Forestry Assn.; Shenandoah Nat. Park Assn.; Nat. Conf. on St. Parks. Aided in beautification of Philadelphia; solution of traffic problems and passage of zoning ordinance. Now working on through-traffic problems, Swarthmore.
- CHARLTON, MRS. MAX R.**, Tillamook, Ore. Pres. Lioness Club; Mem. Health Club. Actively interested in a campaign to secure a Civic Center for Tillamook.
- CHASE, FREDERICK S.**, Waterbury, Conn. Manufacturer. Dir. Citizens and Mfrs. Nat. Bank; Chmn. St. C. of C.; Conn. Mfrs. Assn. (Com. on Roadside Beauty & Safety); Pres. Waterbury Hosp.; V.P. Mattatuck Hist. Soc. Mem. Exec. Com. Nat. Council for Roadside Beauty; A. S. M. E. Boys Club; Waterbury Park Commn. Interested in the conservation of natural resources.
- ***CHASE, H. T.**, Topeka, Kans. Editor.
- CHASE, JOHN CARROLL**, Derry, N. H. Genealogist. Historian. Fellow Am. Pub. Health Assn.; Pres. New England Hist. General Soc. Mem. A. S. C. E., Boston S. C. E., and numerous hist. and geneal. socs.

- CHASE, PEARL, Santa Barbara, Cal. Gen. Chmn. local Com., Better Homes in Am.; Chmn. Plans & Planting Br., Community Arts Assn. Active in the promotion of small house and garden competitions and in improving the appearance of service stations.
- CHENEY, CHARLES H., Palos Verdes, Cal. City Planner. Sec. Cal. Conf. City Planning; Sec. Palos Verdes Art Jury; Tech. Consultant in City Planning for Santa Barbara, Berkeley, Fresno, Palo Alto, Palos Verdes, and other California towns. Mem. Am. City Planning Inst.; Nat. Mun. League; Nat. Housing Assn. Author of numerous city planning and zoning laws and ordinances.
- CHESS, T. LOUIS, San Mateo, Cal. Pres. San Mateo Co. Fed. of Impr. Clubs & Assns.; Sec. San Mateo City Planning Commn.; Finan. Sec. San Mateo Heights Impr. Assn.; V. Dist. Commander, Am. Legion. Mem. S. F. Lions Club, Lions Internat. Has rendered important service to San Mateo County in all phases of community improvement.
- †CHILD, MRS. H. W., Yellowstone Park, Mont. Interested in National Parks.
- CHILD, STEPHEN, F. A. S. L. A., San Francisco, Cal. City Planner. Mem. A. S. C. E.; Am. City Planning Inst.; Brit. Town Planning Inst.; past Dist. Town Planner for U. S. Housing Corp. Author "Alum Rock Park" (San José, Cal.), and other important publications on city planning and landscape architecture.
- CHILDS, RICHARD S., New York City. Publicist. Pres. Nat. Mun. League; City Club; Treas. Inst. of Pub. Admin.; Pub. Admin. Clearing House.
- CHILTON, MRS. WILLIAM E., Charleston, W. Va. St. Chmn. of Conservn., W. Va. Fed. Garden Club; V.-Chmn. Conservn. in W. Va. of Garden Club of Am.; Chmn. of Roadside Beautification, Kanawha Garden Club. For many years actively engaged in the promotion of proper river-front development and civic improvement for Charleston.
- †CLAFLIN, MRS. JOHN, Morristown, N. J. As president of Garden Club, has rendered important service in the promotion of home gardens and horticulture.
- §CLAGETT, CHARLES T., Washington, D. C. Dir. C. of C.; Episcopal Eye, Ear & Throat Hosp. Mem. Bd. of T.; Rotary Club.
- §CLARK, APPLETON P., JR., Washington, D. C. Architect. Mem. A. I. A.; C. of C.
- †CLARK, MRS. CHARLES D., Philadelphia, Pa. Founder (past Pres.) Acorn Club; Founder (past Pres.) Soc. Little Gardens. Mem. Civic Club.
- CLARK, CLARENCE M., Philadelphia, Pa. Banker. Dir. Nat. Recr. Assn.; Playgrounds Assn. of Phila. Mem. Warwick Boys' Club. Rendering important service in the upbuilding of the physical and moral qualities of the growing generation by promotion of Boys' Clubs.
- CLARK, MRS. E. WALTER, Philadelphia, Pa. Mem. Civic Club; Housing Assn.; Officer Playground Assn. Keenly interested in street cleanliness and the elimination of courts and alleys.
- CLARK, WALTER E., Charleston, W. Va. Journalist. Mem. Am. Rose Soc.
- CLARKE, GILMORE DAVID, F. A. S. L. A., Pelham, N. Y. Landscape Archt. for Westchester Co. Park Commn.; Cons. Landscape Archt. Mt. Vernon Mem. Highway; Taconic St. Park Commn., Poughkeepsie, N. Y.; Collaborator-at-Large, Nat. Park Serv.; Chmn. Com. on Bldgs. & Structures, N. Y. St. Council of Parks. Mem. Archt. Adv. Bd., Cornell U.; Am. City Planning Inst. Special interest: park, city, and regional planning.
- †CLAS, ALFRED C., Milwaukee, Wis. Architect. For past 20 years interested in city, county, and State park development, Milwaukee River improvement, Lake Shore Drive, now completed, and Civic Center, now under construction.
- CLASSEN, MRS. ANTON H., Oklahoma City, Okla. Mem. Nat. Conf. on City Planning. Interested in Federal City, general city planning and subdivision development.
- CLEAVER, MRS. ALBERT N., Bethlehem, Pa. Interested in community improvement.
- CLIFFORD, EDWARD, Washington, D. C. Lawyer. Former Asst. Sec. of Treas.; Mem. Am. Bar Assn. Special interests: National Parks and development of Federal City.
- CLOTHIER, MRS. WALTER, Wynnewood, Pa. Mem. Fairmount Park Art Assn.; Am. Forestry Assn.; Bur. Mun. Res.; Housing and Town Planning Assn.; Playground Assn.
- CLYDE, MARGARET, Philadelphia, Pa. Interested in preservation of Niagara Falls.
- COBURN, LOUISE H., Skowhegan, Me. Park Commissioner. Pres. Somerset Woods Trustees; Pres. Adv. Bd., Pub. Libr.
- COCKSHUTT, FRANK, Brantford, Ont., Can. Manufacturer. Mem. Town Planning Commn.; Bd. of Park Management (for 20 years). Interested in all things connected with improvement of city and country.
- §COLBY, WILLIAM E., San Francisco, Cal. Lawyer. Sec. Sierra Club; Chmn. Cal. St. Park Commn.; Councilor "Save-the-Redwoods" League; Mem. Am. Alpine Club; Boone & Crockett Club. Interested in conservation of forest and natural scenery in California, especially National Parks.
- §COLDREN, FRED G., Washington, D. C. Lawyer. Mem. Bd. of T.; Mt. Pleasant Citizens' Assn.; V.-Chmn. Com. of 100 on Fed. City. Devised and drafted Nat. Cap. Park Commn. Law. Special

- interests; park and general development in Federal City.
- COLLINS, ALFRED MORRIS, Philadelphia, Pa. Ret. Manufacturer. Mem. Acad. of Nat. Sci.; Am. Mus. Nat. Hist.; Pres. Nat. Geog. Soc.; V.P. Community Health & Civic Assn.; Pres. Bryn Mawr War Mem. & Community House Assn. and many others. Participated in expeditions for Am. Mus. Nat. Hist., Field Mus., and Smithsonian Instn. Special interest: State Parks.
- COLLINS, JAMES C., Providence, R. I. Mem. Civic Impr. & Park Assn.
- *COLOMBO, LOUIS J., Detroit, Mich.
- COLTON, H. S., Ph. D., Flagstaff, Ariz. Pres. N. Ariz. Soc. of Sci. & Art; Dir. C. of C.; Flagstaff Game Protective Assn.; Rotary Club. Interested in Indian affairs and the protection of scenic places from advertising and other commercial exploitation.
- COMET, ARTHUR C., F. A. S. L. A., Cambridge, Mass. City Planner. Chmn. New England Trail Conf.; Asst. Prof. Harvard U. Sch. of City Planning. Mem. Bd. of Govs. Am. City Planning Inst.; A. I. Cons. Engrs.; A. S. C. E.; Gov's. Com. on Needs & Uses of Open Spaces in Mass.; Trustees of Pub. Reservns. for Mass.; Appalachian Mtn. Club. Participated professionally in city planning and zoning, Boston and elsewhere.
- CONNELLY, MILTON E., Chicago, Ill. Sec. South Park Commn. Interested in park accounting and operation.
- §CONSAUL, CHARLES F., Washington, D. C. Lawyer. Chmn. Com. on Parks & Reservns.; Bd. of T.; V.-Chmn. Com. of 100 on Fed. City. Mem. Bar Assn.; Mt. Pleasant Citizens' Assn.
- CONVERSE, MARY E., Rosemont, Pa. Treas. Rosemont Civic Assn. Mem. Civic Club of Phila.
- COOGAN, CLEMENT F., Pittsfield, Mass. Banker. Pres. City Savings Bank; V.P. Berkshire Athenaeum; Dir. Boys' Club; Assoc. Charities. Mem. C. of C.
- *COOK, A. R., Seattle, Wash. Interested in Federal City.
- *COOK, MRS. ANTHONY WAYNE, Cooksburg, Pa.
- *COOK, C. LEE, Louisville, Ky.
- COOKE, MRS. MORRIS L., Mt. Airy, Pa. Interested in community improvement.
- *COOLIDGE, MARY ROBERTS (MRS. DANE), Berkeley, Cal. Author. Professor emeritus of Sociology. V.P. Commn. of Charities controlling distributions from Community Chest; Pres. Cal. Civic League, 1915-17. Mem. St. Bd. of Edn. Author and lecturer on many civic problems.
- †COOLIDGE, MRS. J. RANDOLPH, Boston, Mass.
- COONEY, MRS. ROBERT L., Atlanta, Ga. Pres. Peachtree Garden Club; Organizer & Hon. Pres. Garden Club of Ga. Chmn. Outdoor Civic League. Mem. Bd. St. Hort. Soc.; N. Y. Hort. Soc. Rendering important service in the promotion of civic improvement.
- COOPER, MADISON, Calcium, N. Y. Bulb Grower. Publisher & Editor *The Flower Grower* magazine; Pres. Jefferson Co. Amateur Baseball League.
- *COOPER, WILLIAM KNOWLES, Washington, D. C. Dir. Fed. Am. Bank; Trustee Internat. Y. M. C. A. Mem. Bd. of T.; Bd. of Mgrs. Y. M. C. A.; Exec. Com. (and Trustee) Community Chest; Rotary Club; Colo. Mtn. Club; Columbia Hist. Soc.; Nat. Arts Club; Nat. Press Club.
- CORBETT, HARVEY WILEY, F. A. I. A., New York City. Architect. Past Pres. Archtl. League; Pres. Soc. Beaux Arts Archts.; Fellow Royal Inst. Brit. Archts.; Coöp. Archt. N. Y. Reg. Plan; Cons. Archt. Westchester Park Commn.; L. I. St. Park Commn.; N. Y. & N. J. Tunnel Commn.; Chmn. of Archtl. Bd., Chicago World's Fair, 1933; Archt. Mun. Group, Springfield, Mass.; Bush House, London, Eng. Mem. Bldg. Congress; Mayor's Com. on Planning of N. Y.; St. Commn. of Fine Arts. Has rendered distinguished service in architecture and city planning. Author of numerous magazine articles.
- *CORBETT, HENRY L., Portland, Ore.
- †CORKRAN, MRS. BENJAMIN W., JR., Baltimore, Md. Past Pres. and now Hon. V.P. Women's Civic League; past Pres. (former Chmn. Am. Citizenship Dept.) and now Hon. Pres. (and Chmn. Civ. Serv. Com.) Md. Fed. of Women's Clubs; past Pres. Md. Consumers League; Y. W. C. A. Was V.P. Council of Defense; formerly Mem. Civ. Serv. Com., Gen. Fed. Women's Clubs; now Mem. Exec. Com. Md. Engl.-Speaking Union; Exec. Com. Md. League of Nations Assn.; Woman's Dept. Md. Civ. Serv. Assn.; Council Nat. Civ. Serv. Ref. League; A. C. A. European Tour.
- †COWAN, MRS. ANDREW, Louisville, Ky.
- COWELL, ARTHUR W., State College, Pa. Professor, Landscape Architect.
- *COWELL, J. R., Toledo, O.
- *COXHEAD, ERNEST, F. A. I. A., San Francisco, Cal. Architect. Mem. Commonwealth Club of Cal.; C. of C. Special interests: preservation of landmarks and historical buildings, and development of Federal City. Participated in San Francisco City Plan.
- *CRAM, RALPH A., Boston, Mass. Architect, Author. Superv. Archt., Princeton U. Mem. Nat. Inst. Arts & Letters; Am. Acad. Arts & Sci.; A. I. A.; Am. Fed. of Arts.
- CRAMTON, LOUIS C., Lapeer, Mich., and Washington, D. C. Special Attorney to Secretary of the Interior. Ex-Congressman, Lawyer, Publisher. Author of George Washington Memoria Parkway, Colonial National Monument, Mather Memorial, Isle Royale National Park bills; also of a Resolution of Congress for Restoration of Arlington Mansion. Sponsored program for expansion of Howard University for negroes. In charge Appro-

- priations for National Parks, 1923-31. Called by Stephen Mather "Godfather of the National Parks."
- †CRANE, CAROLINE BARTLETT, Kalamazoo, Mich. Minister and Lecturer. V.P. Mich. Housing Assn.; Chmn. C. of C. Com. on Park Extension; Dir.-at-Large, St. League of Women Voters. Mem. Mayor's Commn. on Unemployment. Participated in movements for better housing, smoke abatement, collection & disposal of waste, and other phases of municipal house-keeping. Has made sanitary surveys in 62 cities of 14 different States.
- CRANE, CLARA L., Dalton, Mass. Interested in community improvement.
- CRANE, JACOB LESLIE, JR., Chicago, Ill. City Planner. Mem. A. S. C. E.; Am. City Planning Inst.; Brit. Town Planning Inst.; A. S. L. A.; Am. Park Soc.; Am. Soc. Mun. Impr. Planner and consultant for numerous cities in Middle West. Spent several months of 1931 in South China and Soviet Russia as planning consultant to governments of these countries.
- CRANE, R. T., JR., Chicago, Ill. Manufacturer. Interested in the development of Chicago and general civic education.
- CRANE, Z. MARSHALL, Dalton, Mass. Paper Manufacturer. Gov. and past Pres. Community Recr. Assn.; Trustee and past Pres. Free Pub. Libr.; Trustee Mus. of Nat. Hist. & Art, Pittsfield; Dir. Boys' Club, Pittsfield. Rendered distinguished service in conservation through Berkshire Museum of Natural History.
- CREE, J. W., JR., Pittsburgh, Pa. Dir. C. of C.; Pres. Pa. Real Estate Assn.; past Pres. Real Estate Bd. Mem. Zoning Bd. of Adjustment; Civic Club of Allegheny Co.; Art Soc.; 100 Friends of Pittsburgh Art; past Mem. Citizens' Com. on Teachers' Salaries. Special interests: zoning and flood-prevention.
- CREIGHTON, MRS. THOMAS S., Blue Ridge Summit, Pa. Mem. Blue Ridge Summit & Monterey Impr. & Protective Assn. Special interests: conservation, roadside improvement, & horticulture.
- CROSBY, WM. HOWARD, Pasadena, Cal. Interested in civic improvement.
- †CROSBY, MRS. WM. HOWARD, Pasadena, Cal. Mem. Woman's Civic League. Special interests: abolishment of billboards and forest conservation.
- †CROSS, PRICE, Dallas, Tex. Hon. Pres. Bd. of United Charities; Hon. Mem. Rotary Club. Mem. Bd. Public Welfare.
- CROSS, WHITMAN, Chevy Chase, Md. Geologist. Mem. Nat. Acad. of Sci.; Wash. Acad. of Sci.; Acad. Nat. Sci., Phila. Author geological reports and magazine articles. Special interest: development of municipal parks and gardens.
- *CROSSER, C. A., Des Moines, Ia. Interested in development of Federal City and general civic improvement.
- *CROWLEY, ERNEST A., Oakland, Cal. Interested in development of Federal City and municipal improvement.
- CRUSE, JAMES S., Indianapolis, Ind. Interested in civic improvement.
- CUMMER, MRS. ARTHUR GERRISH, Jacksonville, Fla. Pres. Fla. Fed. Garden Clubs; Chmn. Park Adv. Com., City Commn.; Grounds Com., Woman's Club; Dir. Nat. Recr. Assn. of Am.; Treas. Citizens' Mem. Assn.; Chmn. Park Com. of Duval Co. Highway Assn.; Hon. Mem. Gov. Bd. Garden Club; Exec. Com. City Planning Bd.; Beautification Com. St. C. of C. Rendered distinguished civic service in movements for planting of public highways, city planning, and for the acquirement of Jacksonville Memorial Park.
- *CUNNINGHAM, ANDREW, Detroit, Mich.
- †CURLEY, JAMES M., Boston, Mass. Three times elected mayor (now serving tenth year). Ex-Congressman. Mem. of C. of C.; United Imp. Assn.; Mass. Civic League; past Mem. Boston Common Council; Mass. House of Reps.; Bd. of Aldermen; City Council. Has participated actively in the work of numerous local civic organizations and keenly interested in the promotion of civic improvement for Boston.
- †§CURTIS, CYRUS H., K., Philadelphia, Pa. Publisher.
- *CURTIS, E. N., San José, Cal. Architect. Mem. San José Planning Commn.
- CURTIS, J. F., New York City. Lawyer. Mem. Reg. Planning Commn. Rendered distinguished service as donor of the first chair of regional planning in an American university (Harvard).
- CUSHING, MRS. LIVINGSTON, Colorado Springs, Col.
- *DAMON, GEORGE ALFRED, Los Angeles and Pasadena, Cal. Consulting Engineer. Tech. Dir. City Planning Com., Pasadena; Cons. Engr. City Plan, San José & City Plan, Long Beach; V.P. Pasadena Hist. Soc. Mem. Zoning Commn., Pasadena; Am. City Planning Inst.; Charter Mem. City Planning Assn., Los Angeles; Los Angeles Co. Reg. Planning Commn. Author numerous works on city and regional planning. Interested in general city planning and coordinated transportation.
- *DANA, MARSHALL N., Portland, Ore. Interested in city planning.
- DANIELS, JOSEPHUS, Raleigh, N. C. Editor *Raleigh News and Observer*. Past Secretary of the Navy. Pres. N. C. Hist. Assn. Mem. Exec. Com. Bd. of Trustees, U. of N. C.
- §DAVIDSON, GILBERT AUBREY, San Diego, Cal. Banker. Pres. Panama (Cal.) Internat. Expn., 1915-16; past Pres. C. of C.; past Chmn. Civic Com., C. of C.; past Pres. Civic Assn. Interested in general civic betterment.
- DAVIS, MRS. BANCROFT, Washington, D. C. Interested in development of the Federal City and roadside improvement.

- DAVIS, BETSEY B., Pearl River, N. Y. Interested in civic improvement.
- §DAVIS, DWIGHT F., Manila, P. I. Lawyer. Gov.-Gen. Philippine Islands. Park Commr., St. Louis, Mo., 1911-14; Dir. Civic League. Mem. Pub. Libr.; Bd. Control, Fine Arts Mus.; City Plan Commn.; Exec. Com. Nat. Mun. League; (St. Louis) Pub. Recr. Commn.; Nat. Recr. Assn. of Am.; Soc. for Prevention of Tuberculosis.
- DAVIS, MRS. SEYMOUR, Philadelphia, Pa.
- DAVIS, WALTER G., Portland, Me. Pres. Family Welfare Soc.; Pres. Community Chest Inc.; Bd. Mem. Soc. of Art; Pres. Me. Hist. Soc. Rendered distinguished service in the restriction of outdoor advertising.
- §DAY, MRS. FRANK M., Mt. Airy, Pa. Mem. New Century Club, Phila.; Art Alliance; Conf. on City Govt., Reg. Planning Assn.; Com. of 70; City Parks Assn. Sec. Friends of the Wissahickon Soc. which finances the planting of trees & shrubs along 6 miles of Wissahickon Valley.
- ††DEALEY, G. B., Dallas, Tex. Publisher. Pres. *Dallas Morning News*, *Evening Journal*, *Semi-weekly Farm News*, *Texas Almanac*, & *State Industrial Guide*; Pres. United Charities; Hon. V.P. Nat. Housing Assn., 1920-21; V.P. A. C. A.; 1st. V.P. Southwestern Polit. Sci. Assn., 1920-29; 2d. V.P. Assoc. Press, 1923-24; V.P. Tex. Children's Hosp. Fd.; past V.P. Nat. Mun. League. Mem. Bd. of Govs., City Planning Inst., 1920-21; Bd. of Dirs. Nat. Conf. on City Planning; Adv. Council. Planning Found. of Am.; Tex. Hist. Soc.; Dallas Hist. Soc.; Engl.-Speaking Union; Kessler Plan Assn.
- §DE BOER, R. S., Denver, Colo. City Planner, Landscape Architect. Consultant, City Planning Commn. & U. S. Dept. of Agr. on institutional development of State of Wyo.; Designer Boulder City, Nev., model city built by U. S. Dept. of Interior at Hoover Dam; Landscape Archt., Denver & Boulder, Colo., and Cheyenne, Wyo.; Dir. Am. Inst. of City Planning. Mem. A. S. L. A.; City Planning Com., A. S. M. E.; Am. Inst. Park Execs. Has rendered important service in planning for the Rocky Mountain region.
- *DECKER, CORBIN J., Athens, Ga. Physician. Interested in rose-culture.
- *DE LA MATER, JOHN, Washington, D. C. Mem. Bd. of T.; Sec. Mt. Pleasant Citizens' Assn. Deeply interested in civic improvement for the Federal City.
- ††DELANO, FREDERIC ADRIAN, Washington, D. C. Consulting Engineer. Chmn. Reg. Plan of N. Y. & Its Environs; Pres. A. C. A.; Regent & Chmn. Exec. Com. Smithsonian Instn.; Chmn. Nat. Cap. Park & Planning Commn.; V.Gov. Fed. Reserve Bd., 1914-18; V.Gov. Fed. Reserve Bank of Richmond. Mem. Exec. Com. Carnegie Inst. of Washington; Carnegie Endowment for Internat. Peace. Former member Chicago Plan Commns. Rendered distinguished service in the promotion of city planning and development of Federal City.
- *DELANO, LAURA F., New York City. Chmn. N. Y. Fed. City Com., A. C. A.
- §DELANO, WILLIAM ADAMS, F. A. I. A., New York City. Architect. Pres. N. Y. Chapt. A. I. A. Mem. Nat. Cap. Park & Planning Commn.; Archtl. League; Treasury Dept. Bd. of Archtl. Consultants for Development of Triangle, Washington, D. C.; Com. on Public Works, A. I. A.; Wash. Monument Grounds Commn.; past Mem. Nat. Commn. of Fine Arts.
- *DELK, EDWARD C., Kansas City, Mo.
- †§DERMITT, H. MARIE, Pittsburgh, Pa. Sec. Civic Club of Allegheny Co.; Hon. Pres. Nat. Assn. of Civic Secs. Mem. Nat. Mun. League; Nat. Housing Assn.; Nat. Assn. Commercial Orgn. Secs.; Fed. of Social Agencies; Endorsement Com. of Welfare Fund; Citizens Com. on City Plan; City Club; Drama League.
- DEWEY, MELVIL, Lake Placid, N. Y. V.P. Adirondack Civic League; Dir. Trop. Fla. Parks Assn., Inc.; Founder & Pres. Lake Placid Club Ednl. Found. Mem. Lake Placid, N. Y., and Fla. C. of C.; Lake Placid Club in Fla.; Adirondack Mtn. Club; Gen. Com., Nat. Council for Protection of Roadside Beauty. Special interests: Reforesting, roadside improvement, and elimination of dangerous curves on highways. Proposer of 80-mile parkway through Florida Scenic Ridge from Lake Placid, Fla., to Haines City.
- *DIACK, MR. AND MRS. A., Ann Arbor, Mich.
- DICK, MRS. WILLIAM A., Philadelphia, Pa. Chmn. Conservn. Com., Phila. Garden Club. Mem. Garden Club of Am.
- DICKSON, ARTHUR S., Philadelphia, Pa. Mem. Bd. Zoning Commn.; Com. of 70; City Parks Assn.; Tri-St. Reg. Planning Fed.
- DIEHL, GEORGE C., Buffalo, N. Y. Engineer. Cons. Engr. Erie Co.; Cons. Engr. Erie Co. Park Commn.; Commr. Allegheny St. Park Commn.; Engr. to Niagara Frontier Bridge Commn. Engaged through his firm in town planning, grade-crossing elimination, sewage disposal, water-supply, and other branches of municipal engineering. Mem. City Plan Commn.; C. of C. Especially interested in modern highways and transportation development.
- DIMMICK, MRS. J. BENJAMIN, Scranton, Pa. Organizer & Mem. City Tree Commn. Mem. C. of C.; Charter Mem. (past Pres.) Scranton Century Club; past Pres. City Impr. Assn.; past Mem. Bd. Y. W. C. A.; Co. Civio Impr. Assn. Especially interested in roadside improvement and tree planting of rural districts.

- †DODDS, H. W., Princeton, N. J. Professor of Politics, Princeton U. Chmn. Mercer Co. Planning Commn. Mem. N. J. Reg. Planning Commn. Editor *National Municipal Review* published by the National Municipal League.
- DONNELLEY, THOMAS ELLIOTT, Chicago, Ill. Officer, Civic Fed.; Assoc. Employers of Ill.; Bd. Mem. Crime Commn.; Employers' Assn. Trustee Y. M. C. A.; Sunday Evening Club. Interested in National Parks.
- DONNELLY, FREDERICK W., Trenton, N. J. Mayor. Pres. N. J. Rivers & Harbors Congress; Trenton-Phila.-N. Y. Deeper Waterways Assn.; Chmn. Exec. Bd. (also past Pres.) N. J. League of Municipalities; V.P. Nat. Rivers & Harbors Congress; Atlantic Deeper Waterways Assn. Mem. Am. Soc. of Pol. & Soc. Sci.; Nat. Econ. League; Nat. Mun. League; Nat. Assn. of Port Authorities; C. of C.; St. C. of C. Actively interested in all waterway projects and improvements.
- *DOOLITTLE, DUDLEY, Kansas City, Mo. Lawyer, Ex-Congressman. Trustee Coll. of Emporia.
- DORR, GEORGE B., Bar Harbor, Me. Supt. Acadia Nat. Park. Figured prominently in original movement to preserve the "unique" Mt. Desert Island Area, now known as Acadia National Park.
- §DORR, JOHN V. N., New York City. Engineer Executive. Trustee Rutgers U.; Mem. Bd. Greenwich House Mus. Sch.; A. I. Metallurg. E. Inventor of numerous chemical processes.
- §DOUGHTY, MRS. W. J., Kansas City, Mo. Sec. Woman's City Club. Interested in Federal City and community improvement.
- *DOUGLAS, MRS. HENRY W., Ann Arbor, Mich. Chmn. local Fed. City Com., A. C. A.
- §DOUGLAS, LOUISE, Ann Arbor, Mich. Interested in civic improvement.
- §DOWNER, JAY, Bronxville, N. Y. Chief Engr. Westchester Co. Park Commn. Mem. Bronxville Planning Commn.; A. S. C. E.; N. Y. City Club; Reg. Plan Assn. of N. Y. Participated in movement for development of Bronx River Parkway and Westchester Co. Park System.
- *DOZIER, MELVILLE, Los Angeles, Cal. Educator. Mem. City Planning Assn.; C. of C.; City Club; So. Cal. Hist. Soc.; So. Cal. Acad. of Sci.; Council on Internat. Relations.
- DREIER, MRS. H. E., Brooklyn, N. Y. Mem. Bd. of Dirs. Women's City Club; V.P. Brooklyn Garden Apts. Inc. (first tenements built under the new State Housing Law). Rendering important service in community centers through Peoples Inst., United Neighborhood Guild of Brooklyn. Instrumental in securing housing and planning legislation.
- §DREXEL, MRS. GEORGE W. CHILDS, Bryn Mawr, Pa.
- †DREXEL, MRS. JOSEPH, Maud, Pa. Interested in community improvement.
- *DRIVER, JOHN R., Berkeley, Cal.
- *DRURY, NEWTON B., Berkeley, Cal. Sec. "Save-the-Redwoods" League. Rendered important service in the cause of conservation and State Park movement in California. Interested in State and National Parks.
- †DU BOIS, JOHN E., Du Bois, Pa. Capitalist.
- *DU BOIS, MR. and MRS. WILLIAM, Cheyenne, Wyo.
- §DUCKETT, T. HOWARD, Washington, D. C. Lawyer. Chmn. Suburban San. Commn. Mem. Md. Nat. Cap. Park & Planning Commn., now engaged in development of Rock Creek Park in Montgomery Co., Md.
- *DUDLEY, MRS. G., Topeka, Kans.
- DUFFUS, R. L., New York City. Journalist. At present associated in publicity work with Com. on the Costs of Medical Care. Author "Mastering the Metropolis" for Com. on Reg. Plan of N. Y. & Its Environs; "The American Renaissance"; and "Books: Their Place in a Democracy," for the Carnegie Corp. Mem. Town Hall Club.
- DUNN, W. H., Kansas City, Mo. Superintendent of Parks. Mem. (past Pres.) Am. Inst. Park Execs.; Kansas City Safety Council. Rendered distinguished service in development of city park system. Interested in park and regional plans for Kansas City.
- *DURAND, WILLIAM F., Palo Alto, Cal. Mechanical Engineer. Prof. Mech. Engring., Stanford U. Mem. Interallied Commn. on Inventions, 1918-19; Pres. Aircraft Bd., 1925; Nat. Res. Council; Nat. Acad. Sci.; Am. Acad. Arts & Sci. Author numerous treatises on principles and practices of mechanical engineering.
- *DUTTON, ORISON J. C., Seattle, Wash. Treas. Seattle Council, Boy Scouts of Am. Past Pres. Bd. of Park Commrs.; past Chmn. Parks & Blvd. Com., City Plans Commn. Mem. C. of C.; Laurelhurst Impr. Club; Reer. Commn.; King Co. Humane Soc.; Zoning Commn.
- DYER, J. F., Plainfield, N. J. Landscape Architect. Pres. Shade Tree Commn.; V.P. St. Fed. Shade Tree Commns.; Sec.-Forester, Shade Tree Commn., Union Co.; Cons. Landscape Archt., City of Plainfield. Mem. Am. Game Prot. Assn.; Am. Foresters Assn. Participated in the development of the best Shade Tree Commn. in N. J. Helped organize N. J. St. Fed. of Shade Tree Commns.
- *EAKIN, MRS. JOHN HILL, Nashville, Tenn.
- EARLE, ELINOR, Philadelphia, Pa. Interested in community improvement.
- EARLE, SAMUEL L., Birmingham, Ala. Pres. Fed. of Garden Clubs; Chmn. Mus. Assn.; Treas. Audubon Soc. Mem. Libr. Bd. and many others. Especially interested in the "City Beautiful" movement, as well as gardening and civic landscaping.

EARLE, WALTER F., Cambridge, Mass.
 EASTMAN, GEORGE, Rochester, N. Y.
 Kodak Manufacturer. Leader in numerous philanthropic movements; donor of more than \$50,000,000 to institutions of higher education. Organizer of Community Conference Board.

*EASTON, STANLY A., Kellogg, Ida.
 Mining Engineer. Pres. Bd. Regents U. of Ida. & St. Bd. of Edn. Chmn. local Fed. City Com., A. C. A. Mem. Am. Inst. Mining & Metall. Engrs.; Am. Mining Congress.

*EDDY, JOHN W., Seattle, Wash.

EDMONDS, MRS. PAGE, Baltimore, Md.
 Pres. Women's Civic League.

*EDSON, JOHN JOY, Washington, D. C.
 Banker and Philanthropist. Pres. D. C. Civ. Serv. Ref. Assn., 1895-1907; Govt. Bd. of Charities; former Treas. Assoc. Charities; George Washington U. Mem. U. S. C. of C.; Nat. Assn. for Constl. Govt.; Nat. Geog. Soc.; Columbia Hist. Soc.; Bd. of T.; Archaeol. Soc. Years of public service formally recognized by fellow-citizens on 75th birthday.

EDWARDS, GRACE O., Winter Park, Fla.
 Chmn. Beautification Com., Rollins Coll.; past Chmn. St. Beautification Com., Fla. Fed. of Garden Clubs. Mem. Fla. Pub. Health Assn.; Nat. Recr. Assn.

EDWARDS, WILLIAM, Zellwood, Fla.
 Pres. Orange Co. C. of C.; Apopka Community Hotel Co.; Chmn. Community Serv., Apopka Rotary Club; Dir. Orange Co. Social Serv. Dept.; Orange Gen. Hosp. Mem. Orlando C. of C.

*ELFENDAH, VICTOR, Seattle, Wash.

ELIOT, AMORY, Manchester, Mass.
 Banker. Interested in civic progress.

ELKINS, MRS. STEPHEN B., Washington, D. C.
 Interested in development of Federal City.

ELLICOTT, MRS. CHARLES E., Baltimore, Md.
 Pres. Md. League of Women Voters.

§ELLICOTT, WILLIAM M., Baltimore, Md.
 Architect. Mem. Balto. Chapt. A. I. A.; Soc. Archaeol.; Advis. Com. of Com. of 100; Inst. of Am.; Mun. Art Soc. Specially interested in development of park system for Baltimore and Washington.

*ELLIOTT, WILLIAM H., JR., Portland, Ore.
 Interested in civic education.

*ELTING, VICTOR, Chicago, Ill. Lawyer.
 Past Pres. City Homes Assn.; Sch. of Civics and Philanthropy; Dir. Nat. Housing Assn.; Pres. City Club. Mem. Winnetka Zoning Commn. Interested in Federal City and Chicago Regional Plan.

§ELWOOD, P. H., JR., Ames, Ia. Head & Prof., Dept. of Landscape Architecture, Ia. St. Coll. Chmn. Ames Fed. City Com., A. C. A.; Trustee A. S. L. A.; Sec.-Treas. Ia. Town Planning Assn. Mem. City Planning Commn. Interested in community improvement and regional planning.

ELY, RICHARD T., Chicago, Ill. & New York City. Political Economist. Dir. Inst. for Res. in Land Econ. & Pub. Utilities; Founder, Sec., & Pres. Am. Econ. Assn.; 1st Pres. Am. Assn. Labor Legis. Mem. Internat. Statis. Inst. Author and editor of many books and articles on economic subjects. Editor-in-Chief *Journal of Land and Public Utility Economics*.

*EMERSON, FRANK H., Peoria, Ill.

*EMERSON, GUY, New York City. Banker. Mem. Civ. Serv. Reform Assn.; Engl.-Speaking Union; Nat. Geog. Soc.; Nat. Parks Assn.

§ENO, WILLIAM PHELPS, Washington, D. C.
 Chmn. Bd. of Dirs. Eno Found. for Highway Traffic Regulation. Mem. Soc. Fine Arts. Author of important books, pamphlets, articles, and reports on highway traffic regulation.

*ENSIGN, FRANK, Boise, Ida.

EPPICH, L. F., Denver, Colo. Realtor. Mem. (past Pres.) Nat. Assn. of Real Estate Bds.; Denver Real Estate Exchange (past Pres.); Exec. Com., City Planning Commn.; Bd. of Zoning Adjustment (past Chmn.); C. of C. Rendered distinguished service in city planning as Chairman of the Zoning Commission, which prepared zoning ordinances and maps for Denver.

ERDMAN, CHARLES R., Princeton, N. J.
 Theologian. Prof. Pract. Theol., Theol. Seminary, Princeton, N. J.

ERNST, RICHARD P., Covington, Ky.
 Former U. S. Senator. Pres. Cumberland Falls Preserv. Assn.; Trustee Centre Coll., U. of Ky., Western Coll. for Women, Oxford, O. Donor of Nature Theatre at Western Coll.

ESTABROOK, MRS. GEORGE L., Germantown, Pa. Mem. Civic Club of Phila.; Germantown & Chestnut Hill Impr. Assn.; Friends of the Wissahickon Soc.; Pa. Mus. of Art.; Playground Assn. of Phila.; Pocono Forest Preserve Assn.

*EVANS, ANNE, Denver, Colo.

§EVANS, JOSHUA, JR., Washington, D. C.
 Banker. Mem. Bd. of T. (Chmn. Com. on Mun. Finance). Former Mem. Advis. Com. Civic Development, Dept. of Parks, U. S. C. of C.; Exec. Com. of Com. of 100 on Federal City.

EYVON, HERBERT, Washington, D. C.
 Newspaperman. Exec. Sec. Nat. Conf. on St. Parks. Formerly Sec. Wash. Natural Parks Assn.; former Mem. Council of Nat. Conf. on Outdoor Recr. Founder Am. Forest Week. Active in extension and development of State Parks. Editor *State Park Anthology* (1930).

†EWING, MRS. DAVIS, Bloomington, Ill.

*EWING, THOMAS, New York City.
 Lawyer. Past U. S. Commr. of Patents.

§EWING, MRS. THOMAS, New York City.
 Interested in National Parks and Federal City.

§EYNON, WILLIAM JOHN, Washington, D. C.
 Printer. Dir. C. of C. Mem. Bd. of T.

- ***FAIRBANK, MRS. KELLOGG**, Chicago, Ill. Former Chmn., Mng. Bd. Lying-in Hosp. Mem. Woman's Div., Council Nat. Defense.
- §**FAIRCLOUGH, HENRY RUSHTON**, Stanford University, Cal. Philologist. Former Mem. faculty Leland Stanford U.; U. of Wis.; Columbia U.; U. of Chicago; U. of Cal.; Harvard U. Interested in archaeology.
- FALK, OTTO H.**, Milwaukee, Wis. U. S. A. retired. Manufacturer. Pres. Bd. of Govs. Marquette U.; past Pres. Public Safety Commn. Mem. various Civic Assns. Received medals as Milwaukee's foremost citizen and has rendered outstanding community service.
- †**FARNAM, HENRY W.**, F. A. A. A. S., New Haven, Conn. Political Economist. Former Editor *Yale Review*, *Economic Review*. Past Chmn. Civ. Serv. Bd.; past Pres. Am. Econ. Assn.; A. A. L. L. Author of numerous articles and addresses on economic subjects.
- FARQUHAR, FRANCIS**, York, Pa. Chmn. local Chapt. A. R. C.; local Council Boy Scouts; Unemployment Com., N. Y. C.; Bd. Mem. Family Serv. Bur.; Welfare Fed. Has rendered important service in community improvement.
- ***FARQUHAR, FRANCIS P.**, San Francisco, Cal. Certified Public Accountant. Mem. Bd. of Dirs. Sierra Club; V.P. Am. Alpine Club; Sec. Commonwealth Club of Cal. (past Mem. Bd. of Govs.). Editor *Sierra Club Bulletin* since 1926.
- ***FARWELL, FRANCIS C.**, Chicago, Ill.
- †**FERGUSON, JOHN W.**, Paterson, N. J. Rendered important service in movements for civic improvement and better housing.
- FERRY, DEXTER MASON, JR.**, Detroit, Mich. Pres. Mus. of Art Founders Soc.; Chmn. Nat. Adv. Com., U. of Mich. Alumni. Participated in plans for present Art Center and supervised and financed survey of playground and rec. facilities, Detroit. Mem. Council, Village of Grosse Pointe. Developed Recr. Center and Mun. Group for Grosse Pointe.
- FERRY, MRS. DEXTER M.**, Detroit, Mich. Pres. Garden Club of Mich.; V.P. Neighborhood Club, Grosse Pointe. Actively interested in all horticultural activities of Detroit.
- FIELD, KIRKE H.**, Redlands, Cal. Ret. Lawyer. Pres. A. K. Smiley Pub. Libr.; V.P. Assoc. Charities. Mem. Hort. & Impr. Soc.
- FILENE, A. LINCOLN**, Boston, Mass. Merchant. Mem. Mass. Adv. Bd. of Edn.; World Assn. for Adult Edn. (London); Engl.-Speaking Union; Nat. & New England Voc. Guidance Assn.; U. S. & Boston C. of C.; Nat. Econ. League; Am. Econ. Assn.; Am. Acad. Polit. & Social Sci.; Acad. Polit. Sci. Chmn. Res. Com. New England Council; Adv. Council Boston U. Sch. of Edn.; Benefactor Am. Assn. Mus.; Chmn. Com. on Edn. & Voc., University Club.
- FILENE, EDWARD A.**, Boston, Mass. Founder and President 20th Century Fund, organized to improve economic, industrial, civic, and educational conditions. Former Mem. Exec. Com. U. S. C. of C.; Exec. Chmn. Metrop. Plan Commn. Mem. Acad. Polit. & Social Sci.; Am. Econ. Assn.; Nat. Mun. League, and many other national organizations. Interested in better housing, community improvement and civic education.
- FINK, PAUL M.**, Jonesboro, Tenn. Banker. Dir. Great Smoky Mtns. Conservn. Assn. Mem. Exec. Com. Appalachian Trail Conf. Aided movement to secure Great Smoky Mtns. Nat. Park, working with S. Appalachian Nat. Park Com., Great Smoky Mtns. Conservn. Assn., Great Smoky Mtns. Park Commn., & Nat. Park Serv.
- FINKELSTEIN, I. B.**, Wilmington, Del. Executive. Pres. Wilmington Civic Assn.; Arden Club; Jewish Community Center; V.P. C. of C.; Hebrew Charity Assn.; Del. Safety Council; Trustee Taxpayers' Res. League. Mem. Professional Workers' Club.
- ***FIRESTONE, CLARK B.**, Cincinnati, O.
- FIRESTONE, H. S.**, Akron, O. Manufacturer. Mem. City Planning Commn.; Highway Ednl. Bd.; U. S. C. of C. Donor annual scholarship providing expenses for 4-year college education to high school student writing best essay on "Good Roads and Highway Transportation." Interested in industrial town developments and better housing.
- †**FISHBURN, J. P.**, Roanoke, Va. Publisher and Editor. Pres. *Times-World Corp.* Pub. *Roanoke Times & Roanoke World-News*. Mem. St. Conservn. & Development Commn.; St. Hist. Highway Assn.; St. C. of C.; Roanoke C. of C.; Am. Hist. Assn.; Am. Econ. Assn.; Am. Assn. Polit. Sci. Interested in National Parks and community improvement.
- FISHER, CHARLES F.**, Akron, O. City Planner. Sec. Bd. of Zoning Appeals; Engr., City Plan Commn.; past Sec. City Plan Commn., Portland, Ore. Mem. Bd. of Govs. Am. City Planning Inst.; Nat. Conf. on City Planning. Rendered service in city planning for Portland, and in zoning and city planning for Akron. Assisted in zoning of Providence, R. I., and other New England towns and cities.
- FISHER, MRS. FREDERICK**, Lake Bluff, Ill. Hon. Pres. Fed. Garden Clubs of Am.; V.P. Nat. Council St. Garden Club Feds.; Nat. Farm & Garden Assn. Conservn. Chmn. Nat. Garden Clubs.
- FISK, EVERETT O.**, Boston, Mass. Educator. Mem. Nat. Mun. League; C. of C.; Am. Assn. Polit. Sci.
- FLAGG, MRS. STANLEY G.**, Bryn Mawr, Pa. Mem. Art Alliance; Civic Club.
- FLANIGEN, C. D.**, Athens, Ga. Dir. Ga. Mfrs. Assn.; St. C. of C.; Athens Tuberculosis Assn.; Mem. (past Pres.) C. of C.

- FLEISHER, SAMUEL A.**, Philadelphia, Pa. Ret. Manufacturer. V.P. Art Alliance; Nat. Plant, Fruit & Flower Guild; Dir. Phila. Playgrounds Assn.; Pa. Emergency Aid Soc.; Nat. Econ. League; Hon. Pres. Assoc. Amateur Arts Club of Am.; Phila. Sch. of Art League; Trustee Neighborhood Center. Mem. State Council for Edn.; Am. Fed. of Arts; Pa. Hist. Soc.; Phila. Commn. for Beautification of Metrop. Area; Hon. Mem. A. I. A.; Fairmount Park Art Assn.; Reg. Planning Fed., Phila. Tri-St. Dist., and many others. Received Phila. Award 1923 for "advancing the best and largest interest of Philadelphia." Founder and supporter of Graphic Sketch Club.
- FLEMER, LEWIS**, Washington, D. C.
- ***FLEMING, HERBERT E.**, Chicago, Ill. Mem. City Club.
- ***FLETCHER, E.**, San Diego, Cal. Interested in city planning.
- †**FORBES, ALEXANDER**, Milton, Mass. Associate Professor of Physiology, Harvard U.
- †**FORBES, MRS. J. MALCOLM**, Milton, Mass. V.P. Boston City Fed. (Mem. Com. on Internat. Relations). Mem. Am. Forestry Assn.; Am. Geog. Soc.; Garden Club of Am.; Nat. Civic Fed.; Nat. Parks Assn.; "Save-the-Redwoods" League; Chestnut Hill Garden Club; Women's Mun. League; Mass. Civic League; Forestry Assn.; Hort. Soc.; Soc. for Social Hygiene; Milton Hist. Soc.; Social Serv. League; Woman's Club; New England Branch Women's Farm & Garden Assn.
- FORBES, J. MURRAY**, Milton, Mass. Interested in park development and community improvement.
- FORD, MRS. HENRY**, Dearborn, Mich. Pres. Women's Farm & Garden Assn.
- †**FORD, JAMES**, Cambridge, Mass., and Washington, D. C. Associate Professor of Social Ethics, Harvard U. Exec. Dir. Better Homes in Am. Mem. Exec. Bd. Internat. Housing Assn.; Exec. Com., President's Conf. on Home Bldg. & Home Ownership; Com. on Family & Parents Edn. of White House Conf. on Child Health & Protection; Bd. of Dirs. Indian Defense Assn.; Exec. Com. Nat. Housing Assn.; Adv. Com. Washington Branch Internat. Labor Office. Helped frame Cambridge Building Code; as former president Cambridge Housing Association, helped secure demolition of insanitary dwellings. Active in improvement of housing conditions in U. S.
- †**FOSHAY, WILBUR B.**, Minneapolis, Minn. Rendered distinguished service in movements for city improvements.
- FOSTER, SAMUEL M.**, Fort Wayne, Ind. Banker.
- FLOWER, CLARENCE, F. A. S. L. A.**, New York City. Landscape Architect. Trustee Com. on Edn., and Mem. Com. on Roadside Impr., A. S. L. A.; Cambridge Sch. of Domestic & Landscape Architecture; Chmn. Com. for Plan of Washington and Outlying Region; Dir. City Gardens Club; Mem. Park Assn. of N. Y. C. Inc.; City Club; Com. on Parks & Playgrounds; Archtl. League; Arts & Trade Club; Metrop. Mus. Art; Hort. Soc. of N. Y. Inc.; Am. Fed. of Arts; N. H. Hist. Soc.
- FRAME, NAT T.**, Morgantown, W. Va. St. Dir. Coöp. Extension Work in Agr. and Home Econ.; Field Sec. Country Life. Assn. Mem. of numerous state and local organizations.
- FRANCKE, MRS. LUIS J.**, Brookville, N. Y. Pres. North Country Community Assn.; Chmn. Conservn. Com. Mem. Exec. Com. North Country Garden Club, L. I. Rendering important service in civic education. Promoting conservation through scholarships in Nature Training Camps for teachers.
- ***FRANKEL, MR. AND MRS. HENRY**, Des Moines, Ia.
- †**FRANKLIN, H. H.**, Syracuse, N. Y. Manufacturer. Interested in National Parks and community improvement.
- ***FREEMAN, MRS. F. W.**, Topeka, Kans.
- ***FREEMAN, JAMES E.**, Bishop of Washington, D. C. Leading movement for completion of National Cathedral and Bishop's Garden.
- FREIBERG, MAURICE J.**, Cincinnati, O. Trustee City Sinking Fund. Mem. Charter Com.; Treas. & Mem. Exec. Com. Community Chest; Treas. & Bd. Mem. Inst. of Fine Arts.
- FRENCH, DANIEL CHESTER**, New York City. Sculptor. Trustee Metrop. Mus. Art; Charter Mem. Mun. Art Commn.
- FRIEDMANN, ALBERT T.**, Milwaukee, Wis. Merchant. Chmn. Bd. Milwaukee Co. Community Fund; Trustee Art Inst.; Citizens' Bur. Dir. Assn. of Commerce. Greatly interested in community improvement.
- FRIEDMANN, MAX E.**, Milwaukee, Wis. Merchant. Former Trustee Art Inst. Mem. Pub. Land (City Planning) Commn., 1922-1924.
- FROTHINGHAM, JOHN W.**, Tarrytown, N. Y.
- ***FUCHS, W. H.**, St. Louis, Mo. Physician. Past Mem. City Planning Commn. Mem. Bd. of Dirs. Mo. Social Hygiene Soc.
- †**FUERTES, JAMES H.**, New York City. Civil Engineer. Mem. A. S. C. E. Author numerous reports and articles on engineering and sanitation. Consulting engineer for various municipalities.
- ***FULLER, A. H.**, Ames, Ia. Civil Engineer. Past Mem. faculty Cornell U.; U. of Washington; Lafayette Coll.; Ia. St. Coll. Mem. A. S. C. E.; Pacific N. W. Soc. Engrs.
- FULLER, MRS. GEORGE W.**, Kansas City, Mo. Pres. General Assembly, Greater Kansas City; Mem. General Com. of 1,000; Mem. Auditorium Com.; Mem. Bd. of Edn.
- FULTON, KERWIN H.**, New York City. Chmn. Bd. of Dirs. Outdoor Advertising Assn. of Am. Mem. Mchts. Assn.; C. of

- C.; Reg. Planning Commn.; Bd. of Govs., Advertising Fed. of Am.
- FUSELLI, EUGENIO, Rome, Italy. Engineer and Architect. Mem. Rome Town Planning Soc.; Internat. Fed. Housing & Town Planning. Special interests: regional and city planning.
- GALE, HORACE BIGELOW, Boston, Mass. Chmn. Mass. Billbd. Law Defense Com.; Town Planning Bd.; Sec. Trustees of Town Libr.; Mass. Fed. of Planning Bds. Rendered important service in restriction of outdoor advertising in Massachusetts. Interested in all phases of planning and roadside improvement.
- GALLAGHER, PERCIVAL, Brookline, Mass. Landscape Architect. Mem. firm of Olmsted Bros.; A. S. L. A.; Consultant to Essex Co., Union Co., and Passaic Co. Park Commns. Interested in park development and city planning.
- GAMBLE, JAMES N., Cincinnati, O. Manufacturer. Former Mayor, Westwood, O.; Trustee Wesleyan U. Interested in community improvement.
- GANO, JOHN V., Cincinnati, O. Mem. City Charter Com.; League of Nations Assn.; Foreign Policy Assn.; Peace League; Consumer's League; Better Housing League. Aided movement resulting in adoption of city charter. Interested in city government and community improvement.
- GARDNER, GEORGE C., Springfield, Mass. Architect. Mem. A. I. A.; Chmn. City Plan. Bd.
- GARDNER, GEORGE P., Boston, Mass. Corporation Official. Mem. Bd. of Mgrs., Mass. Eye & Ear Infirmary; Pres. Emeritus Children's Hosp.; V.P. Mus. of Fine Arts. Special interest: community improvement.
- GARDNER, MRS. GEORGE W., Providence, R. I. Interested in community improvement and history of Providence.
- GARDNER, HARRY L., Cranston, R. I. Corporation Official. Pres. District Nursing Assn. Interested in civic drama.
- §GARFIELD, ABRAM, F. A. I. A., Cleveland, O. Architect. Chmn. City Plan Commn.; V.P. & Dir. A. I. A. Mem. C. of C.; Fine Arts Commn., Washington, D. C. Interested in Federal City and city planning.
- GARFIELD, CHARLES W., Grand Rapids, Mich. Banker. Chmn. City Planning Commn.; Dir. Park & Blvd. Assn.; Playground Assn.; Hon. Dir. Kent Co. Humane Soc.; Dir. Mich. Forestry Assn. Mem. Audubon Soc.; Welfare Union; Assn. of Commerce; Am. Forestry Assn.; Am. Planning Conf.; Nat. Recr. Assn. Special interests: metropolitan planning and municipal forests.
- GARFINKEL, JULIUS, Washington, D. C. Merchant. Trustee George Washington U.; Dir. Riggs Nat. Bank. Mem. U. S. C. of C.; Bd. of T.; Emer. gency Hosp. Interested in Federal City-
- †GARLAND, WILLIAM MAY, Los Angeles, Cal. Realtor. Former Pres. Nat. Assn. of Real Estate Bds.; former Mem. Bd. of Edn.; Pub. Libr. Bd.; Pacific Coast delegate Internat. Olympic Com. Interested in real-estate development.
- GARGES, DANIEL, Washington, D. C. Sec. Bd. of D. C. Commns.; Mem. Soc. of D. C. Natives.
- GARVIN, MILTON T., Lancaster, Pa. Chmn. Co. Mus. of Hist., Sci. & Art. Mem. C. of C.; Gen. Hosp.; Shippen Sch. for Girls.
- GAUS, JOHN MERRIMAN, Madison, Wis. Teacher of Political Science, U. of Wis. Mem. Reg. Plan. Assn. of N. Y.; Nat. Mun. League; Am. Assn. Pol. Sci.; Am. Hist. Assn.; Minn. Hist. Soc.; Wis. Hist. Soc.; Friends of our Native Landscape.
- §GIEFFERT, ALFRED, JR., F. A. S. L. A., New York City. Landscape Architect. Pres. N. Y. Chapt. A. S. L. A.; Delegate Fine Arts Fed.
- GERARD, JAMES WATSON, New York City. Lawyer and Diplomat. Former Assoc. Justice, Supreme Court of N. Y. Former Ambassador to Germany.
- ††GIANNINI, AMADEO P., San Francisco, Cal. Banker. Founder Bank of Italy; Past Pres. Trans-America Corp.; Dir. C. of C. Special interest: the development of San Francisco.
- †GIBSON, MARY K., Wynnewood, Pa. Interested in community improvement.
- GIBSON, PETER B., St. Louis, Mo. V.P. Boyd Gibson Realty Co. Chiefly interested in beautifying roadsides and neighborhoods. Developer of Green Acres subdivision.
- GILBERT, MRS. LYMAN D., Harrisburg, Pa. Hon. Pres. Civic Club. Interested and active in all civic activities.
- *GILLEN, FRANCIS F., Washington, D. C.
- GILLESPIE, KATE S., Philadelphia, Pa.
- GILLETT, MRS. LUCY BANCROFT, Oxford, Eng. Special interest: community improvement.
- GLENN, JOHN M., New York City. Lawyer. Gen. Dir. Russell Sage Found., which has contributed \$15,000,000 for civic improvement; past Pres. Nat. Conf. Charities & Correction. Mem. Exec. Com. & Social Serv. Commn., Fed. Council of Charities; Trustee Slater Fund Johns Hopkins Hosp.
- §GLISAN, RODNEY L., Portland, Ore. Attorney. Pres. Portland Chapt., Archæol. Inst. of Am.; V.P. Portland Mus. Nat. Hist.; Chmn. Outdoor Recr. Com., C. of C.
- *GLOSSOP, W. EDWIN, Louisville, Ky.
- GLOVER, CHARLES C., JR., Washington, D. C.
- §GODDARD, EDWIN C., Ann Arbor, Mich. Professor of Law. Pres. Bd. of Trustees, Ann Arbor Y. W. C. A.; past Dir. Community Fund Assn.; V.P. Garden Club. Mem. Am. Bar Assn.; Mich. Bar Assn.; Am. Law Inst.; Bd. of Park Commrs. Author of various law treatises.

- §GODDARD, MRS. EDWIN C., Ann Arbor, Mich. Former Pres. Garden Club. Interested in development of parks, parkways, and civic education.
- §GODWARD, ALFRED C., Minneapolis, Minn. Consulting Engineer. Dir. Metrop. Planning Commn., St. Paul & Minneapolis area; Engr. Advisory Bd. Nat. Safety Council; formerly City Planning Engr. (1922-1923). Mem. Charter Commn. Participated in movements for development of Minneapolis Park, City, and Zoning Plan.
- *GODWIN, BLAKE-MORE, Toledo, O. Curator and Dir. Art Mus.; Trustee Toledo U. Mem. Am. Assn. of Museums; Archaeol. Inst. of Am.
- †GOOD, JESSIE M., Springfield, O. Author. Interested in community improvement.
- GOODE, J. PAUL, Chicago, Ill. Professor Emeritus Geography, Cartographer. Expert for Chicago Harbor Commn., reporting on development of Great Seaports of Europe 1908-9. Mem. City Club. Has rendered important service in cartography and as an author of series on regional geography.
- GOODMAN, JOSEPH C., Columbus, O. Importer. Trustee St. Archaeol. & Hist. Soc.; Chmn. River & Stream Improvement Com., C. of C.; St. Parks Com.; Ohio Good Roads Com.; Treas. "Save-Outdoor-Ohio" Council. Mem. City Park Commn.; Advis. Com., Recr. Dept., City of Columbus. Proposer of plan providing for inclusion of dams in Highway Bridges. (Bill pending before State Legislature.)
- GOODRICH, ERNEST P., New York City. Consulting Engineer. Dir. City Planning Inst.; Mng. Dir. N. Y. Bur. of Mun. Res.; Consultant to Borough Pres. of Manhattan (6 yrs.); Pres. Res. Inst. for Econ. Housing; Trustee Peoples Inst. of Brooklyn. Mem. Tenement House Com., Charity Orgn. Soc.; N. Y. Housing Assn.; N. Y. City Club; N. Y. Welfare Council; City Mgrs. Assn.; Nat. Mun. League. Consultant on city planning to nearly 100 communities and Planning Adviser to Chinese Government for new nationalist capital of Nanking, 1929.
- *GOODWIN, E. S., Seattle, Wash.
- GORDON, HUGH S., Santa Cruz, Cal.
- GORDON, SETH, Washington, D. C. Pres. Am. Game Assn.; Sec.-Treas. Am. Fisheries Soc.; Nat. Com. on Wild Life Legis. Mem. Exec. Com. Internat. Assn. of Game, Fish & Conservn. Commrs.; Am. Forestry Assn.; Am. Ornithol. Union; Izaak Walton League of Am.; past Conservn. Dir. Izaak Walton League & formerly Exec. Officer Pa. Game Commn. Has rendered important service in national conservation movements.
- GORDY, MRS. WILBUR F., Hartford, Conn.
- GOTT, FRANCIS H., Rochester, N. Y. Landscape Architect. Chmn. Reforestation Com., C. of C. Mem. A. S. L. A.; Rochester Engring. Soc.; Soc. of Archts. Has rendered important service in the promotion of city planning in Rochester and interested in the development of parks and private estates.
- †§GOULD, CARL F., Seattle, Wash. Architect. Mem. A. I. A. Com. on Nat. Cap.; City Planning Commn.; Soc. Beaux Arts Archts., N. Y.; Archtl. League of N. Y.; City Affairs Com., C. of C.; Garden Club; Seattle Mun. League; President's Conf. on Home Bldg. & Home Ownership. Promoted comprehensive city planning and zoning for Seattle, general airport plan, water-front improvement, war memorial auditorium, and proper tree planting.
- *GOULD, E. B., JR., San Diego, Cal.
- †§GRAHAM, E. C., Washington, D. C. Merchant. Dir. Community Chest; past Pres. Bd. of Edn.; Bd. of T.; City Club; Rotary Club. Mem. C. of C.; Engrs. Club of N. Y.; Mechs. & Mfrs. Assn.
- GRAHAM, ERNEST R., Pennsboro, Fla. St. Highway Commr.
- *GRANGER, ALFRED, F. A. I. A., Chicago, Ill. Past Pres. Chicago A. I. A.; past Pres. Soc. of Archts.; Pres. Archts. Club. Mem. Bd. of Dirs. Northwestern U. Settlement; A. I. A. Com. on Federal City; Am. Assn. of Engrs.
- GRANT, JOSEPH D., San Francisco, Cal. Merchant. V.P. "Save-the-Redwoods" League; Life Trustee Stanford U.; Trustee Cal. Acad. of Sci. Rendered distinguished service in conservation and roadside improvement.
- GRANT, ULYSSES S., 3d, F. A. G. S., Washington, D. C. U. S. Army. Dir. Pub. Bldgs. & Parks; Exec. Officer & Mem. Nat. Cap. Park & Planning Commn.; Pub. Bldgs. Commn.; Arlington Mem. Bridge Commn.; Hon. Mem. A. I. A.; Nat. City Planning Inst. Mem. Kalorama Citizen's Assn.; Zoning Commn. Rendering distinguished service in the development of the Federal City.
- GRAVES, HARVEY B., Rochester, N. Y. Dir. Highland Hosp. Mem. C. of C.; Miami, Fla., C. of C.; Adv. Com. Y. M. C. A.; City Club. Originator and landscape architect of Sunny Side development, Miami Beach, Fla.
- GRAVES, HENRY S., New Haven, Conn. Dean Yale Forest School. Dir. Am. Forestry Assn.; New Haven Community Chest; Pres. New Haven Park Commn.; Chmn. Distrib. Com., New Haven Found. Mem. Am. Geog. Soc.; Nat. Park Assn.; Am. Bot. Soc.; Am. Farm Econ. Assn.; Soc. of Am. Foresters; Campfire Club of Am.; Am. Game Prot. Assn.; A. A. S.; Adv. Bd. Nat. Arboretum; "Save-the-Redwoods" League; Adirondack Mtn. Club; N. Y. Forestry Assn.; Md. Forestry Assn.; Sierra Club; Soc. for Protcn. of N. H. Forests; Conn. Forestry Assn.; and numerous other scientific and civic organizations.
- *GRAY, GORDON, San Diego, Cal.

- GRAY, MRS. LESLIE H., Orange, Va. Pres. Garden Club of Va. Mem. Garden Club of Am.
- *GREENLEAF, JAMES L., New York City. Landscape Architect. Former Pres. A. S. L. A.; former Mem. Nat. Commn. on Fine Arts.
- GREGG, JOHN W., Berkeley, Cal. Landscape Architect. Prof. of Landscape Design, U. of Cal.; Landscape Archt. for U. of Cal. at Berkeley & Los Angeles. Mem. A. S. L. A.; U. Landscape Archts. Soc.; Cal. Conf. on City Planning; Nat. Conf. on City Planning; Am. Country Life Assn.; Alameda Co. Planning Commn. Responsible for the development of U. of Cal. Campus at Berkeley, Los Angeles, Riverside, La Jolla, and Davis, as well as park and high school projects all over the State.
- †GREGG, WILLIAM BURR, Hackensack, N. J. Interested in protection of National Parks.
- ††GREGG, WM. C., Hackensack, N. J. Manufacturer, Inventor, and Art Collector. Former Dir. Outlook Company, N. Y.; V.P. A. C. A.; V-Chmn. Southern Appalachian Nat. Parks Commn.; Mem. Council on Nat. Parks, Forests & Wild Life; Audubon Soc.; Nat. Parks Assn. Rendered distinguished service for conservation of National Parks and defender of southwest corner Yellowstone Park.
- †GRIBBEL, MRS. JOHN, Philadelphia, Pa.
- †§GRIES, JOHN M., Rosewood, O., and Washington, D. C. Economist. Chief, Div. of Pub. Construction, U. S. Dept. Commerce, 1929-30; Exec. Sec. President's Conf. on Home Bldg. & Home Ownership (1930-); former Chief, Div. of Bldg. & Housing, Dept. Commerce. V.P. Nat. Mun. League. Mem. Bd. of Dirs., Better Homes in Am.; Pres. Harding's Conf. on Unemployment, 1921; Nat. Conf. on Street & Highway Safety, 1924; Nat. Conf. on City Planning; Hon. Mem. City Planning Inst. Represented U. S. Dept. Commerce at Internat. Housing & Town Planning Congress, Vienna, 1926; Chmn. U. S. Deleg. 5th Internat. Congress of Bldg. & Public Works, London, Eng., 1930. Rendering distinguished service in housing.
- §GRIES, MRS. JOHN M., Rosewood, O., and Washington, D. C. Special interests: civic education and development of Federal City.
- *GRIFFITH, WARREN, Toledo, O.
- GROSVENOR, MRS. GILBERT, Bethesda, Md. Pres. Women's Club; Women's Bd., G. W. U. Hosp. Mem. & past Pres. 20th Century Club (past Chmn. Civic Section); Rockville Social Serv. League; Rockville Pike Citizens' Assn.; Alta Vista Citizens' Assn.; League of Women Voters.
- GRUNDY, JOSEPH R., Bristol, Pa. U. S. Senator.
- GUCKER, FRANK T., Philadelphia, Pa.
- *GUNTER, W. A., Montgomery, Ala. Mayor. Pres. Bd. of Commrs. Mem. C. of C.
- GURLITT, CORNELIUS, Dresden, Germany. Town Planner. Hon. Pres. German Soc. of Archts.; Free German Acad. of Town Planning; Prof. Dresden Inst. of Technology; Hon. Mem. Assn. Austrian Archts. Mem. German Soc. Garden Archts.; Saxon Soc. on Hist. Monuments. Author of many articles on history and town planning.
- §GUTHRIE, FRANCIS S., Pittsburgh, Pa. 1st V.P. & Mem. Bd. of Dirs. Civic Club, Allegheny Co.; Sec. & Treas. Elections Assn., Allegheny Co. Especially interested in highway and roadside improvement.
- §HAFF, DELBERT JAMES, Kansas City, Mo. Lawyer. Dir. local Chapt. A. R. C. Mem. Am. Bar Assn.; C. of C.; Am. Soc. for Internat. Law; Am. Acad. Polit. & Social Sci.; Bd. of Govs., Liberty Mem. Assn.; former Mem. Bd. of Freeholders which framed Kansas City Charter, 1908; former Mem. (and Pres.) Bd. of Parks Commrs. Author of Kansas City Park Law.
- §HAGEDORN, JOSEPH H., Philadelphia, Pa. Dir. Housing Assn.; V.P. Public Edn. & Child Labor Assn.; Trustee Bur. of Mun. Res.; Phila. Commn.; Phila. Forum.
- HAGER, KURT, Dresden, Germany. City Planner. Has rendered important service in promotion of city planning.
- HALDEMAN, B. ANTRIM, Philadelphia, Pa. Chief Town Planner, Housing Div., Emergency Fleet Corp., 1918; Chief, Div. of City Planning, & Mun. Engr. Pa. Dept. of Intern. Affairs, 1919-28; City Planning Engr., Bur. of Surveys, 1894-1918. Mem. Nat. Housing Assn.; Nat. Conf. on City Planning; Am. City Planning Inst.; Pa. Housing & Town Planning Assn.; Pa. Forestry Assn.; Reg. Planning Fed. of Phila. Tri-St. Dist.
- *HALL, LOUIS P., Ann Arbor, Mich. Chmn. local Bd. A. R. C., 1917-21. Mem. Am. & Mich. St. Dental Socs.
- *HALL, MRS. LOUIS P., Ann Arbor, Mich.
- HAM, WILLIAM F., Washington, D. C. Pres. Washington Ry. & Elec. Co.; Dir. Fed. Am. Nat. Bank. Mem. Blue Ridge Rod & Gun Club; Nat. Press Club; Rotary Club.
- *HAMILL, MRS. CHARLES, Chicago, Ill.
- HAMLIN, MRS. CHARLES S., Washington, D. C., and Mattapoisset, Mass. V.P. Nat. Civic Fed.; Pres. Mattapoisset (Mass.) Impr. Assn.
- †HAMLIN, CHAUNCEY J., Buffalo, N. Y. Pres. Buffalo Soc. Nat. Sci.; Chmn. Niagara Frontier Planning Bd.; Dir. Am. Assn. of Museums; Niagara Frontier Planning Assn.; City Planning Assn., Inc.; V.-Chmn. Allegany St. Park Commn.; Trustee Am. Mus. Nat. Hist.; Bd. Mem. Fed. Socs. on Planning & Parks. Mem. Council of Boy Scouts; Adv. Council Yosemite Mus. Assn.; Roosevelt Wild-Life Station;

- Legal Aid Bur.; C. of C.; Mun. Res. Bur.; Explorers' Club; Sierra Club; N. Y. St. Roosevelt Mem. Commn.; Nat. Econ. League. Promoted city and regional planning and recreation. Actively interested in symphony and chamber music and administration of museums.
- †HAMMOND, JOHN HAYS, F. A. A. S., New York City, and Washington, D. C. Mining Engineer. Special expert U. S. Geol. Survey, 1879; Cons. Engr. with Cecil Rhodes in South Africa; Pres. Panama-Pac. Expn. to Europe, 1912; Chmn. World Court Congress, 1914-15; Pres. Am. Inst. Mining Engrs. Mem. Nat. Civic Fed. and other civic and political bodies. Actively interested in development of Federal City.
- §HANNA, JOHN H., Washington, D. C. Pres. Capital Traction Co. Mem. A. S. C. E.; Am. Inst. of Elec. Engrs.; Bd. of T.; C. of C.; Mchts. & Mfrs. Assn.; Columbia Hist. Soc.; Georgetown Citizens Assn.; District Council Boy Scouts.
- HANSEN, A. E., New York City. Mem. Staten Island Civic League; Plumbing Standardization Com.; U. S. Dept. Commerce; Boy's Work Com., N. Y. Rotary Club; Fellow, Am. Pub. Health Assn. Mem. Am. Assn. for Promotion of Hygiene & Pub. Baths.
- HANSON, AUGUST H., Washington, D. C. Landscape Architect & Assistant Horticulturist, Office of Public Buildings & Public Parks.
- HARBISON, WILLIAM ALBERT, New York City. Pres. Radium Emanation Corp.; Pres. (and an incorporator) Am. Commonwealth League. Mem. Citizens' Com. of 1000; White Plains C. of C.; U. S. C. of C.; N. Y. St. C. of C.; Philippine-Am. C. of C.
- *HARDAWAY, JAMES H., Montgomery, Ala.
- HARDING, GENA RUSSELL, Washington, D. C. Interested in development of the Federal City and community improvement.
- *HARDING, JOHN T., Kansas City, Mo.
- §HARE, S. HERBERT, F. A. S. L. A., Kansas City, Mo. Landscape Architect, City Planner. Treas. A. S. L. A.; Dir. Citizens League. Mem. Bd. of Govs. Am. City Planning Inst.; Nat. Conf. on City Planning; Mun. Art Commn. Consultant on city planning and park development for various cities.
- HARE, SID G., F. A. S. L. A., Kansas City, Mo. Landscape Architect, City Planner. Mem. Com. on Plant Nomenclature, A. S. L. A. Responsible for development of Botanical Gardens of Floral Hills, Inc. Active in city planning and park development.
- HARKIN, J. B., Ottawa, Can. Commr., Nat. Parks of Can.; Dir. Govt. efforts to preserve natural scenery and hist. sites, and active in conservation and recreational movements.
- *HARLAN, EDGAR R., Des Moines, Ia. Curator, Hist. Dept., Ia. Sec. St. Conservn. Commn.; Fine Arts Assn.; Chmn. local Fed. City Com. A. C. A.; founder of Miss. Valley Hist. Assn. Mem. St. Libr. Assn.; St. Hist. Assn.; Am. Hist. Assn.; Am. Acad. Polit. & Social Sci.; Outdoor Life Assn. of Am.
- HARMON, H. E., Watertown, N. Y.
- HARPER, CLARENCE L., Germantown, Pa. Pres. Pa. Civ. Serv. Assn.; V.P. Bur. of Mun. Res. Mem. Phila. Zoning Commn.
- *HARPER, J. C., La Jolla, Cal.
- *HARPER, ROBERT N., Washington, D. C. Banker. Pres. District Nat. Bank; Washington & Leesburg Good Roads Assn.; former Pres. Washington C. of C.; Chmn. civic section, Pres. Wilson's inauguration, 1913. Mem. Bd. of T.
- *HARRIS, ALBERT L., F. A. I. A., Washington, D. C. Architect. Mun. Archt. for D. of C.; Prof. Archt. George Washington U.
- *HARRIS, CREDO, Louisville, Ky. Author. Mem. Ky. St. Hist. Soc. Connected with Louisville *Courier Journal*.
- HARRIS, MRS. H. F., Philadelphia, Pa.
- †HARTSHORN, MRS. STEWART, Short Hills, N. J.
- †HARVEY, FREDERICK HENRY, Kansas City, Mo. Actively interested in National Park movement.
- HARVEY, MRS. JOHN S. C., Radnor, Pa. Interested in community improvement.
- *HASKELL, W. J., Kansas City, Mo. Publisher. Rendered distinguished service to civic improvement through the columns of the *Kansas City Star*.
- †HATHAWAY, ELLEN R., New Bedford, Mass.
- HAVENNER, GEORGE C., Washington, D. C. Investigator, U. S. Govt. Pres. Fed. of D. C. Citizens' Assns.; Anacostia Citizens Assn. Mem. D. C. George Washington Bicentennial Commn.; C. of C.; Bd. of Trustees Community Chest. Promoted reclamation of Anacostia River flats for a parkway; abolition of grade crossings in D. C.; supported George Washington Memorial Parkway bill.
- HAWES, MRS. JOHN, Ridgewood, N. J. V.P. Ridgewood Bd. of Edn. (Mem. Bldg. Com.); Radburn Assn. Mem. St. Fed. Women's Clubs; Ridgewood Woman's Club. Interested in subdivision and building.
- †HAY, LOGAN, Springfield, Ill. Attorney-at-Law. Pres. Abraham Lincoln Assn.; Custodian Abraham Lincoln Mus.; V.P. Springfield Council of Social Agencies; Chmn. Lincoln Mem. Commn.; St. Chmn. Nat. World Court Com. Mem. Am. Law Inst.; League of Nations Assn.; Wash. Nat. Monument Soc.
- HAZARD, MRS. R. G., F. A. G. S., F. R. H. S. of Eng.; Providence, R. I. Pres. South County Garden Club of R. I.; V.P. Mus. of Nat. Hist., Santa Barbara, Cal., dedicated to the memory of R. G. Hazard; Dir. Cottage Hosp., Wakefield, R. I. Mem. N. Y. Hort. Soc.; Life Mem. Forestry Assn. Rendering distinguished service in the

- promotion of roadside improvement and village gardens in R. I.
- †**HEARD, MRS. DWIGHT B.**, Phoenix, Ariz. Chmn. Exhibition Com., Phoenix Fine Arts Assn.; Bd. of Pub. Charities; Bd. of Trustees, Woman's Club; Heard Mus.; Treas. Art Exhibition Com.; Hon. Pres. Phoenix Guild, Nat. Plant, Flower & Fruit Guild; Sec. of Bd., Community Chest; Social Serv. Center. Mem. Bd. A. R. C.; Americanization Assn.; Recr. Com., C. of C. Actively interested in city planning, park development, and general community improvement.
- ***HEAVENRICH, WALTER S.**, Detroit, Mich. HECHT, FRANK A., JR., Barrington, Ill. Pres. Civic League; Dir. C. of C. Mem. Bd. of Edn. Actively interested in community welfare.
- HEILGENTHAL, R.**, Karlsruhe, Germany. City Planning Prof. at the Inst. of Technology. Author. Mem. Exec. Com. Internat. Fed. Housing & Town Planning; German Acad. of Town Planning; Bd. Mem. German Soc. of Garden Cities. Formerly Town Planning official for the city of Berlin.
- ***HELLEN, ARTHUR**, Washington, D. C. Lawyer.
- ***HELLER, M. F.**, San Diego, Cal.
- †**HEMENWAY, AUGUSTUS**, Boston, Mass. Trustee, Mus. of Fine Arts. Built and presented to Harvard U., Hemenway Gymnasium; presented new high school and library building to town of Canton, Mass.
- §**HENCK, JOHN B.**, Santa Barbara, Cal. Elec. Ry. Engr. Former Sec. faculty Mass. Inst. of Techn.; past Pres. Bd. of Park Comms. Mem. A. A. S.; Am. Acad. Polit. & Social Sci.; Nat. Econ. League; C. of C.; past Mem. City Council; Bd. of Free Holders which prepared new city and county charter for Santa Barbara. Promoted park improvement for Santa Barbara.
- HENDERSON, CHARLES**, New York City. Horticulturist. Interested in park development.
- §**HENDERSON, EDGAR B.**, Washington, D. C. Pres. Piney Branch Citizens Assn.; Chmn. Com. on Zoning, Fed. Citizens Assns. Mem. Com. of 100 on Fed. City.
- ***HENDERSON, WILLIAM G.**, Washington, D. C. Patent Attorney. Mem. Bd. of T.; Cosmos Club.
- ***HENDREN, MRS. L. L.**, Athens, Ga.
- HENTZ, LEONARD S.**, Madison, N. J.
- ***HERKIMER, BERT S.**, New York City.
- HERRICK, CHARLES M.**, Bayonne, N. J. Asst. Engr. City Planning Commn. Mem. Am. City Planning Inst.; Nat. Housing Assn.; Nat. Conf. on St. Parks; Nat. Conf. on Social Work; Nat. Recr. Assn.; Am. Pub. Health Assn.; Nat. Mun. League.
- ***HERROLD, GEORGE H.**, St. Paul, Minn. City Planner. Mng. Dir. & Engr. City Planning Bd.; Chmn. local Fed. City Com. A. C. A. Promoted development of State Capitol grounds. Interested in regional planning.
- HERSEY, ADA H.**, Roxbury, Mass. Mem. Mass. Civic Assn.; 20th Century Club. Interested in the improvement of street conditions and smoke abatement.
- HEURICH, CHRISTIAN**, Washington, D. C. Mem. C. of C.; Bd. of T.; Columbia Hist. Soc.; Nat. Geog. Soc.; City Club and various citizens associations. Prominent in numerous civic enterprises for the development of the Federal City.
- §**HEWETT, ANSLIE**, Louisville, Ky. Artist. Interested in Federal City, civic improvement, and architectural control.
- ***HEWETT, EDGAR L.**, F. A. A. S., Santa Fe and Albuquerque, N. M. V.P. Am. Fed. of Arts; A. I. A.; Dir. Sch. Am. Res. & Mus. of N. M.; Dir. Am. Res. for Archæol. Inst. of Am.; Assoc. Editor Am. *Journal of Archæology*. Author of numerous papers on American Archæology, Sociology, and Education, including "Ancient Life in the American Southwest." First scientist to study and make known the Cliff Dwellers region of Pajarito Plateau, N. M.; also made archaeological survey for Mesa Verde, 1906. Has rendered distinguished service in preparing existing laws for preservation of American antiquities and National Historical Monuments.
- HEWLETT, WALTER J.**, New York City.
- ***HICKS, V. M.**, Raleigh, N. C.
- HIERONYMUS, R. E.**, Urbana, Ill. Community Adviser, U. of Ill. Former mem. faculty State Normal Sch., Cal.; Supt. U. Exten. Work Southern Cal.; Dir. Art Exten. Com.; Sec. Mississippi River Park Commn. Mem. Exec. Com. (past Pres.) Ill. Conf. on Pub. Welfare (Chmn. Exten. Com.). Interested in country planning and community improvement.
- HIESTER, MRS. ISAAC**, Reading, Pa. Interested in National, State and City Parks, and community improvement.
- ***HIETT, IRVING B.**, Toledo, O. Mem. Zoning & Planning Com., U. S. Dept. Commerce; past Pres. Nat. Assn. of Real Estate Bds.
- ***HILL, MRS. A. ROSS**, Kansas City, Mo.
- HILPERT, MEIER GEORGE**, Bethlehem, Pa. Consulting Engineer. Mem. A. S. C. E.; A. S. M. E.; Am. Welding Soc.; Assoc. Am. Ry. Engring. Assn. Interested in waterways protection and park development.
- HILTON, AGNES**, Cincinnati, O. Pres. Ohio League of Women Voters; Mem. Bd. of Dirs. League of Women Voters; Hon. Mem. City Planning Charter Com.; Chmn. Jr. Red Cross; Trustee Pub. Libr. Promoted city manager form of government, with proportional representation for Cincinnati.
- ***HINCH, R. L.**, Kansas City, Kans.
- †**HIXON, J. M.**, Pasadena, Cal.
- HODLEY, MRS. CHARLES**, Englewood, N. J. V.-Chmn. Fine Arts Dept., N. J. State Fed. of Women's Clubs. Parti-

- icipated actively in movement for State highway improvement and restriction of outdoor advertising.
- HODGSON, MRS. FREDERICK C., New York City. Pres. City Garden Club; Women's Mun. League; V.-Chmn. Adv. Council, N. Y. Bot. Gardens; Sec. Gramercy Park Assn. Mem. Bd. of Dirs. Mun. Art Soc.; Exec. Com. Citizen's Union.
- *HOFFMAN, ARTHUR J., Detroit, Mich.
- †HOFFMANN, BERNHARD, Santa Barbara, Cal., and New York City. Participated in rebuilding of Santa Barbara after earthquake and securing architectural control.
- *HOIT, HENRY F., Kansas City, Mo.
- HOLBROOK, WALDO E., Lakewood, N. J. Boy Scout Executive. Pres. Lakewood Y. M. C. A.; Kiwanis Club; Trustee Paul Kimball Hosp. Active in shade tree and forestry work; interested in National Parks.
- §HOLCOMBE, AMASA M., Washington, D. C. Patent Attorney. Chmn. Public Utilities Com. Mem. Bd. of T.; Fed. Citizens Assns.; C. of C.; City Planning Com.; Mt. Pleasant Citizens' Assn. (past Pres.); Inter-Fed. Conf. Active on committees for zoning and school extension in District of Columbia.
- †HOLLINGSHEAD, MRS. GEORGE GIVEN, Montclair, N. J.
- HOLLISTER, GEORGE H., Hartford, Conn. Superintendent of Parks. Mem. (past Pres.) Am. Inst. of Park Execs.
- *HOLMES, E. CLARENCE, Berkeley, Cal.
- HOLMES, EDWARD J., Cincinnati, O. Civil & Landscape Engr. Pres. Practicing Engrs.' Assn.; Dir. Civic Club of Mt. Washington. Especially interested in real-estate development as applied to city planning and parks.
- HOLMES, EDWARD J., Boston, Mass. Dir. Mus. Fine Arts.
- HOLMES, W. H., Kansas City, Mo.
- *HOLMES, W. H., Washington, D. C. Artist, Geologist, and Archaeologist. Dir. Nat. Gallery of Art; past Pres. Wash. Acad. of Sci. Mem. Archaeol. Inst. of Am.; Life Mem. Nat. Geog. Soc.; Am. Folklore Soc. Rendered important service through scientific research.
- HONEYMAN, MRS. JESSIE M., Eugene, Ore. Pres. Portland Y. W. C. A.; Chmn. Ore. St. Y. W. C. A.; Dir. Honolulu Y. W. C. A. Mem. Exec. Com., St. Fed. of Garden Clubs (Chmn. Roadside Com.); Am. Fed. of Arts; Garden Club of Am.; Nat. Council of Garden Clubs; Lewis & Clarke Exposition; Eugene Oriental Art Class; Travelers Aid Soc.; Portland Art Class.
- HOSTETTER, HARRY B., Lancaster, Pa. Landscape Architect. Mem. C. of C.; City Planning Com. Interested in the promotion of civic modernization and zoning and traffic improvements.
- †HOUGHTON, CLEMENT S., Boston, Mass.
- HOUGHTON, ELIZABETH G., Boston, Mass.
- HOWARD, CLARENCE H., Granite City, Ill. Chmn. Bd. of Dirs. Gen. Steel Castings Corp.; Pres. St. Louis Council of Boy Scouts. Mem. St. Louis C. of C.; U. S. C. of C.; Am. Peace Soc. Rendering important service in civic education of the younger generation.
- §HOWARD, ROBERT C., Washington, D. C. Mem. Bd. of T.; Mt. Pleasant Citizens' Assn. Interested in park development for the Federal City.
- HOWE, GEORGE A., Los Angeles, Cal.
- *HOWE, THOMAS, Indianapolis, Ind. Former Pres. Butler Coll. Mem. C. of C.
- §HOWELL, BEAUDRIC L., Washington, D. C. Civil Engineer. Mem. Alexandria, Va., C. of C.; Assoc. Mem. A. S. C. E.; Wash. Soc. of Engrs.; Soc. of Am. Mil. Engrs. Chief interests: development of suburban property and subdivisions.
- *HOWELL, CLARK, Atlanta, Ga. Editor. Past Pres. Ga. Senate; former Speaker Ga. House of Rep. For twenty years Trustee of U. of Ga.; Dir. Assoc. Press. Editor *Atlanta Constitution*. Author "History of Georgia."
- HOWELL, MRS. T. P., Cleveland, O. Rendered distinguished service in initiation of movement for and creation of the Fine Arts Garden.
- HOWLAND, ISABEL, New Orleans, La. Interested in community improvement.
- *HOWLETT, BLANCHE C., Washington, D. C. Interested in the Federal City and parks.
- *HOYT, JOHN CLAYTON, Washington, D. C. Hydraulic Engineer. Past Pres. Washington Soc. of Engrs.; past V.P. Washington Acad. of Sci.; past V.P. A. S. C. E. Mem. Am. Engring. Council. Active in water-supply investigations and interested in planning road program for increasing population.
- HUBBARD, HENRY V., Cambridge, Mass. Landscape Architect. Norton Prof. of Reg. Planning; Chmn. Harvard Sch. of City Planning; V.P. Am. City Planning Inst.; Pres. A. S. L. A.; Internat. Fed. Housing & Town Planning; Nat. Conf. on Outdoor Recr. Chief Editor *Landscape Architecture*; *City Planning Quarterly*. Co-author with T. K. Hubbard of "An Introduction to the Study of Landscape Architecture" and "Our Cities Today and Tomorrow." War service as expert on Housing Com., Council Nat. Defense, and Asst. Mgr. and Acting Chief, Town Planning Div., U. S. Housing Corp.
- *HUBLEY, GEORGE W., F. A. I. E. E.; F. A. S. M. E., Louisville, Ky. Engineer. Administrative Engr. and Chief of Conservn., U. S. Fuel Administration of Ky., 1918; Cons. Engr. Ky. St. Bd. Charities and Corrections, 1920; Engr. Pub. Utilities Bur. Mem. Engrs. and Archts. Club.
- *HUGHES, CHARLES C., Seattle, Wash.
- †HULL, MORTON D., Chicago, Ill. Congressman, former Mem. Ill. House of Rep. Mem. Ill. Constl. Conv., 1920; 68th-71st Congresses of U. S. Rendered important service in civic education.
- HULL, ROY B., West Lafayette, Ind. Landscape Architect. Dept. of Agr.

- Extension, Purdue U. Mem. Am. Country Life Assn. Directing organized activities in home-ground development, roadside improvement, community civic enterprises.
- † HUNNEWELL, MRS. ARTHUR, Boston, Mass. Actively interested in National Parks.
- HUNT, RICHARD H., New York City. F. A. I. A. Ret. Architect. Mem. (past Pres.) N. Y. Chapt. A. I. A.; past Pres. Archtl. League of N. Y.; Mun. Art Soc.
- HUNT, MRS. ROY ARTHUR, Pittsburgh, Pa. V.P. (past Pres. & Sec.) Garden Club of Allegheny Co. Mem. Garden Club of Am.; Civic Club of Allegheny Co. Interested in conservation and roadside improvement.
- * HUNT, SUMNER P., Los Angeles, Cal. Architect. Mem. A. I. A.; past Pres. S. Cal. Chapt. A. I. A.; City Plan Commn., Los Angeles. Interested in Federal City and city planning.
- * HUNTINGTON, D. R., Seattle, Wash.
- * HUSSEY, ERNEST B., Seattle, Wash. Chmn. Seattle Terminal Bd. Mem. Grade Separation Commn.; past Mem. City Planning Commn. Rendering important service for unification of railway terminals in Seattle and vicinity. Actively interested in river and harbor development.
- * HUTCHENS, MRS. M. J., New Haven, Conn.
- HUTCHESON, MARTHA BROOKES (Mrs. Wm. A.), New York City. Landscape Architect. Mem. A. S. L. A.; Am. Fed. of Arts; Reg. Plan Assn.; Nat. Soc. of Col. Dames; Metrop. Mus. Art; Mun. Art Assn.; "Save-the-Redwoods" League; Garden Club of Am.; N. Y. Hort. Soc.; City Gardens Club; Nat. Plant & Flower Guild. Interested in development of private properties, large and small, and in suburban districts.
- HUTCHINGS, DEWITT, Riverside, Cal. Hotel Executive. Chmn. City Planning & Civic Center Com. (Mem. Beautification Com.), C. of C.; Highway Beautification Com. & Hist. Markings Com., St. C. of C.; Spanish Arts Soc.
- HUTTENLOCH, RALPH L., Upper Montclair, N. J. Pres. & Dir. N. J. Fed. of Shade Tree Comms.; Supervisor Dept. of Parks & Pub. Property; Shade Tree Div. Mem. City Garden Club.
- * IDEN, SUSAN, Raleigh, N. C. News Reporter, *The Raleigh Times*. Mem. Exec. Bd., Historian, & Reporter Garden Club; Chmn. of Conservn. N. C. Garden Clubs; Rec. Sec. & Club Reporter, Woman's Club.
- * IDESON, ETHEL F., Cincinnati, O. Asst. Sec. Better Housing League; local Chmn. Better Homes in Am.; Chmn. Living Cost Com., League of Women Voters. Mem. City Charter Com.; United City & Reg. Planning Commn. Interested in Federal City, better housing, city planning, and architectural Board of Reviews.
- § IHLDER, JOHN, Pittsburgh, Pa., and Washington, D. C. Housing Consultant. Exec. Dir. Pittsburgh Housing Assn.; Exec. Dir. Mass. Housing Assn.; past Field Sec. Nat. Housing Assn.; past Mgr. Dir. Phila. Housing Assn.; past Mgr. Civic Develop. Dept. U. S. C. of C. Mem. City Planning & Zoning Adv. Com., U. S. Dept. Commerce; Nat. Conf. on City Planning; Housing Consultant Nat. Cap. Park & Planning Commn.; Bd. of Dirs., Civic Club of Allegheny Co.; Pittsburgh Fed. of Social Agencies; Chmn. Housing Com., Washington Council of Social Agencies; President's Conf. on Home Bldg. & Home Ownership; Nat. Council on Housing Practice.
- INGRAM, MRS. JOHN T., Quincy, Ill. Chmn. Civic Music Assn. Mem. Bd. Music Club; Art Club; Little Community Theatre. St. Legiel. Com., Ill. Fed. of Home Burs.; Organizer & 1st Pres., Parent-Teachers' Assn.; Adams Co. Home Bur. Actively engaged in promoting community music and art.
- * INGLIS, JAMES, Ann Arbor, Mich. Manufacturer. Dir. Fed. Res. Bank, Detroit; Nat. Bank of Commerce; former Pres. Detroit Bd. of Commerce.
- * INGLIS, MRS. JAMES, Ann Arbor, Mich.
- INMAN, MRS. SAMUEL M., Atlanta, Ga. Pres. Bur. Southern Women's Ednl. Alliance; Dir. C. of C.; Trustee Gen. Fed. Women's Clubs; U. of Ga. War Mem. Fund; past Pres. Art Assn. Rendered important service in civic art and education.
- * INSULL, MRS. SAMUEL, Chicago, Ill.
- † ISBLIN, MRS. C. OLIVER, New York City. Sec. Nat. Council for Protection of Roadside Beauty; Chmn. Billbd. & Roadside Com., Garden Club of Am.; Billbd. & Roadside Com., Nat. Council of St. Garden Club Feds.; Billbd. & Roadside Com., Fed. Garden Clubs of N. Y. St.; Chmn. Membership Com. of Roadside Com., L. I. C. of C.; V.-Chmn. Nassau Co. Chapt., A. R. C. Mem. Nat. Bd. & Rural Communities Dept., Y. W. C. A.; "Save-the-Redwoods" League; Nat. Assn. Audubon Soes.; Am. Nature Assn.; Am. Scenic & Hist. Preserv. Soc.; Am. Mus. Nat. Hist.; Garden Club, Ltd., London, Eng.; Am. Country Life Assn.; N. Y. Hort. Soc.; Women's Nat. Farm & Garden Assn.
- § ITTNER, WILLIAM, St. Louis, Mo. Architect. Archt. Bd. of Edn.; V.P. Plaza Commn.; past Dir. & Treas. A. I. A.; past Pres. St. Louis Chapt. Inst. of Archts.; local Chmn. Washington Plan Commn.; past Sec. Civic Impr. League. Served as architectural adviser to schools in 116 cities and towns in 28 States.
- JACKSON, HELEN PAUL, Dos Palos, Cal.
- JACKSON, MARY L., Pittsburgh, Pa. Mem. Civic Club of Allegheny Co.; Citizens Com. on City Plan.

- *JACKSON, WM. T., Toledo, O. Mayor. Interested in city planning.
- *JACOBS, MRS. SOLON, Birmingham, Ala.
- JACOBSEN, CHARLES, Washington, D. C. Cashier Nat. Metrop. Bank. Mem. Bd. of T. Interested in development of the Federal City.
- JACOBY, WILMER M., Pittsburgh, Pa. Chmn. Bd. of Zoning Adjustment. Mem. City Transit Commn.; Flood Commn.; Bd. of Advisers Inland Waterways Corp. of U. S. Actively engaged in promotion of civic improvement and community advance.
- JAMES, HARLEAN, Washington, D. C. Exec. Sec. A. C. A.; Fed. Soccs. on Planning & Parks; past Pres. D. C. League of Women Voters; local branch A. A. U. W.; Chmn. Legis. Com. A. A. U. W.; past Chmn. Women's Jt. Congressional Com.; Sec. Appalachian Trail Conf. Mem. Com. on City Planning, President's Conf. on Home Bldg. & Home Ownership; Nat. Assn. Civic Secs.; Nat. Conf. on City Planning; Nat. Mun. League; Nat. Arts Club. Editor *American Civic Annual*; Assoc. Ed. *American Magazine of Art*. Author "The Building of Cities," "Land Planning in the U. S. for the City, State, and Nation."
- JAMES, LEE WARREN, Dayton, O.
- JANSSEN, HENRY, Wyomissing, Pa. Pres. Textile Machine Works. Dir. C. of C.; Peoples Trust Co.; V.P. Wyomissing Found., Inc.; Chmn. Street Com., Wyomissing Boro Council. Mem. Exec. Com. & Bd., Reading Hosp.; Community Council for Reg. Planning; Boro Assn.
- JANTZER, GEORGE E., Brooklyn, N. Y. Mem. Nat. Conf. on City Planning. Interested in relieving housing conditions through better planning and improved building.
- JEFFERSON, MRS. J. P., Santa Barbara, Cal. Interested in community improvement.
- *JEMISON, ROBERT, JR., Birmingham, Ala. Realtor. V.-Chmn. Park Commn.; past Pres. Nat. Assn. Real Estate Bds.; Dir. Nat. Conf. on City Planning; Community Chest. Mem. Com. on City Planning, President's Conf. on Home Bldg. & Home Ownership; C. of C.; U. S. C. of C. During World War Asst. Mgr., Housing Div. U. S. Shipping Bd. Interested in promoting well-planned residential districts. Actively interested in Regional Plan and Civic Center for Birmingham.
- JENCKS, MRS. FRANCIS M., Baltimore, Md. V.P. (past Pres.) Women's Civic League (Chmn. Finance Com.). Mem. Women's City Club; Open Forum; Pub. Sch. Assn.; Nat. Recr. Assn.; Roosevelt Recr. Center; Women's Dept., Nat. Civic Fed.; Progressive Edn. Assn.
- JENKINS, MRS. HELEN HARTLEY, Norfolk, Conn.
- *JENNINGS, COLEMAN, Washington, D. C. Pres. Assoc. Charities; Chmn. Exec. Com. Too H. Mem. Bd. Trustees, Community Chest; Nat. Com. Washington Cathedral; Bd. of Y. M. C. A.
- JENNINGS, GEORGE H., Jewett City, Conn. Physician. Chmn. Trustees erecting Libr. Annex; past Chmn. Pub. Sch. Commn.; Home Serv. Red Cross.
- JENNINGS, MRS. HENNE, Washington, D. C. Interested in development of Federal City.
- *JESTER, LEWIS A., Des Moines, Ia. Realtor. V.P. City Planning Commn. Mem. Bd. of Adjustment, Zoning Commn.; Pub. Welfare Bd.
- JEWETT, JAMES J., Riverton, Wyo. Mgr. Riverton Lumber Co. Pres. Sch. Bd. Actively interested in public school conditions.
- †JOHNSON, ALBA B., Philadelphia, Pa. Pres. St. C. of C.; V.P. Phila. C. of C. Mem. Phila. Art Jury, Am. Acad. Polit. & Social Sci.; Fairmount Park Art Assn.; Pa. Hist. Soc.
- JOHNSON, MRS. ALBA B., Rosemont, Pa. Interested in community improvement.
- JOHNSON, ALFRED E., Providence, R. I. Clergyman. Mem. Audubon Soc.; Park Assn.; Nat. Kindergarten Assn.; R. I. Humane Assn.; Nat. Recr. Assn.; Am. Humane Soc. Interested in community improvement.
- *JOHNSON, E. DANA, Santa Fe, N. M. Editor *New Mexican*.
- JOHNSON, IDA B., Washington, D. C., and Ipswich, Mass. Mem. Y. W. C. A.; Hist. Soc. Ipswich, to preserve and restore old estates. Interested in improvement of small towns and elimination of billboards.
- JOHNSON, O. H. P., Washington, D. C. Banker. Mem. Bd. of T. Interested in the welfare of the Federal City.
- *JOHNSON, PYKE, Washington, D. C. Local Rep. Nat. Automobile C. of C.; Pres. Chevy Chase Home & Sch. Assn.; Treas. Potomac Grange. Mem. Bd. of Govs., D. C. Div. A. A. A. Interested in highway improvement and schools.
- *JOHNSON, S. M., Washington, D. C. Pres. Nat. Blvd. Assn. Inc. Mem. & Dir. Nat. Co. Road Planning Commn. Closely connected with highway construction and improvement in the U. S.; Hon. Pres. Lee Highway Assn. Inc. and prime mover for building of Lee Highway.
- †JOHNSON, WM. TEMPLETON, San Diego, Cal. Architect. V.P. St. Parks & Beaches Assn.; local Chapt. A. I. A.; Chmn. local Fed. City Com. A. C. A.
- JONES, AMELIA H., New Bedford, Mass. Interested in community improvement.
- *JONES JAMES, St. Louis, Mo. Interested in city planning.
- JONES, LOUISE E., Cold Spring Harbor, N. J. Interested in community improvement.
- *JONES, O. G., Toledo, O. Mem. faculty U. of Toledo.
- JONES, R. BRYSON, Kansas City, Mo. Leader in development of art in Kansas City.

§JONES, REUBEN W., Seattle, Wash. Mem. Zoning Com., City Planning Commn.; Coms. on Taxation & Edn., C. of C. Interested in community improvement. As member of the Zoning Committee participated in the preparation of the plan for school-building program.

JUDD, MRS. GEORGE H., Washington, D. C. Interested in gardens and horticulture.

JUDD, MRS. M. E., Dalton, Ga. Landscape Architect. Chmn. Beautification, St. Parks of Ga.; St. Forest Bd.; V.P. Ga. Forest Assn. Mem. Nat. Conf. on St. Parks.

*JUSTEMENT, LOUIS, Washington, D. C. Architect.

JUSTIZ, F. CARRERA, Havana, Cuba. Director Propietario Revista Municipal.

*KALES, WILLIAM R., Detroit, Mich.

KARCHER, MRS. W. L., Freeport, Ill. Pres. Garden Club of Ill.

KAUFFMANN, RUDOLPH MAX, Washington, D. C. Literary Editor *Evening Star*; Sec. Evening Star Newspaper Co.; Trustee Corcoran Gallery of Art. Mem. Bd. of T.; C. of C.; Soc. of Natives, D. C.; Instr. Visiting Nurse Soc. Rendered important service to Federal City through news and editorial columns.

KAY, W. E., Jacksonville, Fla. Rendered distinguished service by securing increased appropriations from Florida Legislature for preservation of timber growth; responsible for passing of law for roadside improvement and proper city planning. Aiding State and local women's organizations in their program of beautification, sign-removal, and park-creation.

†KEATOR, MRS. JOHN FRISBEE, Germantown, Pa.

*KEELER, CHARLES, Berkeley, Cal. Author. Former Dir. Mus. Cal. Acad. of Sci.; past Pres. Cal. Writers; former Mng. Dir. C. of C. Actively interested in literature, poetry.

KEEN, WILLIAM WILLIAMS, Philadelphia, Pa. Surgeon. Mem. Civic Club; Playground Assn.; Welfare Fed.; Children's Aid Assn.; Children's Bur.; Jefferson Hosp. Welfare Assn.; Soc. to Protect Children from Cruelty; Sch. of Occupational Therapy; Vacant Lots Cultivation Soc.; Pub. Charities Assn.; Pub. Edn. & Child Labor Assn. of Pa.; Travelers' Aid Soc.; Visiting Nurses' Assn.; Bur. Mun. Res.; Com. of 70; City Planning Assn.; Conf. on City Govt.; City Charter Com.; Pa. Elections Assn.; A. R. C. Interested in National Parks and community improvement.

KEHR, CYRUS, Washington, D. C. Mem. Am. Assn. of Port Authorities; Am. Fed. Arts; Am. Forestry Assn.; C. of C.; Cosmos Club; Garden Cities & Town Planning Assn., London, Eng.; Internat. Garden Cities & Town Plan-

ning Fed.; Nat. Conf. on City Planning; Nat. Geog. Soc.; Nat. Housing Assn.; Nat. Mun. League; Nat. Rivers & Harbors Congress; Nat. Geneal. Soc.; China Inst. of Am.; Am. Acad. Polit. & Social Sci. Author "A Nation Plan with a Suggestion for a World Plan." Formerly active in work on Appalachian and Tennessee Highway Associations.

KEITH, LUTHER M., Hartford, Conn. State Highway Tree Warden. Chmn. Roadside Beautification Com.; Am. Assn. of St. Highway Officials. Mem. Am. Forestry Assn.; Conn. Forest & Park Assn.; Conn. Hort. Soc. As Chief of Landscape Division of the Department is carrying on progressive programme of roadside development, including conservation of existing growth, roadside planting, and development of highway park areas.

KELLOGG, MRS. FREDERICK R., Morristown, N. J. Pres. Nat. Council, St. Garden Club Fed.

*KELLY, BLISS, Oklahoma City, Okla. Asst. Mun. Counselor. Sec. City Planning Commn. Special interest: city and regional planning and legal problems connected therewith.

KELLY, HOWARD A., Baltimore, Md. Surgeon. Mem. A. A. S.; Nat. Assn. of Audubon Soc.; N. Y. Bot. Garden; Am. Mus. Nat. Hist.; Exec. Bd., Mt. Royal Impr. Assn. Donor, Howard A. Kelly Park, Orange Co., Fla. Fellow and Honorary Mem. of many foreign societies. Interested in park development for Florida and conservation of Everglades as National Park.

†KELSEY, FREDERICK W., New York City. Merchant, Executive. Mem. Am. Mus. Nat. Hist.; N. J. Hist. Soc.; New England Soc. of Orange (past Pres.); A. A. P. S. S.; Metrop. Mus. Art; Am. Forestry Assn.; Am. Game & Protective Assn.; Am. Park Soc.; Am. Scenic & Hist. Soc.; Nat. Conf. on St. Parks; N. Y. Parks & Playgrounds Assn. (Mem. Exec. Com.); For. Policy Assn.; Travelers' Aid Soc. Author "The First Country Park System." Prepared N. J. Shade Tree Commn. Law of 1893.

KELSEY, HARLAN P., E. Boxford, Mass. Nurseryman. Collaborator for Nat. Park Serv. Mem. Am. City Planning Inst.; Am. Inst. of Park Execs.; Mass. Civic League; Nat. Conf. on St. Parks; Nat. Parks Assn.; S. Appalachian Nat. Park Commn., appointed to survey area for eastern National Parks in Appalachian system.

KEMP, WILLIAM S., Brookline, Mass. Interested in community improvement.

KEMPER, JAMES SCOTT, Chicago, Ill. Pres. James S. Kemper & Co. Dir. Y. M. C. A. Mem. Am. Acad. Polit. & Social Sci.; Exec. Com. U. S. C. of C.; Ohio Soc. of Chicago.

KENNEDY, F. L., Cambridge, Mass. Educator. Mem. faculty Harvard U.; A. S. M. E.; Am. Forestry Assn.; Harvard Engring. Soc.; Nat. Conf.

- Social Work. Interested in community improvement.
- *KENYON, J. MILLER, Washington, D. C. Attorney-at-Law. Past Pres. D. C. Bar Assn.; Mem. Bd. of Govs. Episcopal Eye, Ear & Throat Hosp. Mem. Am. Bar Assn.
- KEPPLER, ARIE, Amsterdam, Holland. Dir. Housing, Amsterdam. Participated in movements for civic improvement.
- §KERR, MRS. JOHN CLAPPERTON, New York City. Pres. Woman's League for Protection of Riverside Park. Mem. Bd. Bethany Day Nursery. Rendered distinguished service in the protection of N. Y. C. Parks, as V. P. N. Y. C. Fed. of Women's Clubs, Dir. N. Y. Park Assn., and in special park work for League of Women Voters.
- KERRY, A. S., Seattle, Wash. Past Pres. Park Bd. Mem. C. of C.; U. S. C. of C.
- §KESSLER, WILLIAM H., Birmingham, Ala. Landscape Architect. Mem. Com. on Nat. City. Actively engaged in city park and housing development for Birmingham and preservation of natural scenic beauty in connection with hydro-electric developments in Alabama and Tennessee.
- †§KIBBEY, BESSIE J., Washington, D. C. Mem. Exec. Bd. Dupont Circle Citizens' Assn.; Monday Evening Club; Dept. Social Welfare. Actively interested in zoning and beautification of Federal City.
- *KIMBALL, ALLEN H., Ames, Ia. Mem. faculty Iowa State Coll.
- KINCAID, WM. WALLACE, Niagara Falls, N. Y. Manufacturer. Pres. Home Security Investment Co.; Dir. Power City Bank; Pres. Old Fort Niagara Assn. Mem. Bd. Niagara Frontier Planning Assn.; U. S. C. of C.; Niagara Falls C. of C.; Niagara Co. Park Commn.; Am. Acad. Polit. & Social Sci.; Roosevelt Memorial Assn. Interested in regional planning.
- KING, MRS. FRANCIS, South Hartford, N. J. Writer and Speaker on gardening. Hon. Pres. Women's Farm & Garden Assn. Mem. (past Pres.) Civic Impr. League, Alma, Mich.; Garden Club of Am.; Hon. Mem. of numerous Garden Clubs.
- *KING, GENEVIEVE, San Francisco, Cal.
- KING, MRS. HENRY P., Boston, Mass. Interested in community improvement.
- †KINGSLEY, MRS. WILLEY LYON, Rome, N. Y.
- KIRBY, HUGH LEE, Cherrydale, Va. Pres. Wyoming-Montana R. R. Co.; Industrial-Engng. Co.; V. P. Lee Blvd. Assn. Mem. Arlington Co. C. of C. Interested in park development for Federal City.
- †KIRBY, JOHN H., Houston, Tex. Lumberman. Pres. Kirby Lumber Co.; Texas World's Fair Commn., 1903. Mem. Nat. Lumber Mfrs. Assn. of Chicago; Texas House of Reps., 1912; Pres. Harding's Unemployment Conf., 1921.
- KIRKBRIDE, MRS. FRANKLIN B., Darien, Conn. Active in the fight for billboard restriction.
- KIRKWOOD, MRS. ROBERT C., Palo Alto, Cal. Interested in community improvement.
- KIZER, B. H., Spokane, Wash. Lawyer. Pres. City Plan Commn.; past Pres. C. of C.; St. Bar Assn.; Spokane Co. Bar Assn.; Trustee Spokane Welfare Assn. (Campaign Chmn. Community Chest).
- *KLAUBER, MELVILLE, San Diego, Cal.
- KLETZSCH, ALVIN P., Milwaukee, Wis. Dir. 1st Civic Found.; Pres. Auditorium Co.; Auditorium Govng. Bd. Mem. Lower West Side Advancement Assn.; County Park Bd.; Washington Park Zool. Soc.
- KLORER, JOHN, New Orleans, La. Pres. Am. Soc. Mun. Impr., 1929; past Pres. 1925 Commr. of Pub. Property for New Orleans. Active in water-front development.
- KNAPP, GEORGE O., New York City. Interested in community improvement.
- KNOWLES, CHARLES N., Denver, Colo.
- †KNOWLES, MORRIS, Pittsburgh, Pa. Cons. Engr. Dir. C. of C.; Am. Inst. of Cons. Engrs.; A. S. C. E.; Chmn. Com. on Pub. Utilities for Houses, President's Conf. on Home Bldg. & Home Ownership; V.-Chmn. Commn. to study Mun. Consolidation in Counties of the Second Class. Mem. U. S. C. of C.; Zoning Com. U. S. Dept. Commerce; Am. City Planning Inst.; Am. Soc. Mun. Impr.; Nat. Mun. League; Nat. Housing League; Internat. Housing & Town Planning Assn.; Internat. Fed. for Garden Cities & Town Planning; Pa. Housing & Town Planning Assn.; Pa. St. C. of C.; Civic Club of Allegheny Co.; Flood Commn.; Engrs. Soc. of Western Pa.; Engring. Inst. of Canada; Nat. Inst. of Social Sci.; New England and Pa. Water Works Assns.; Am. Water Works Assn.; Am. Pub. Health Assn. Active in movements for basic standards and legislation of city and regional planning; for development of federated form of government in Pittsburgh and Allegheny County; civic improvements through city planning and zoning.
- †KOHLE, WALTER J., Kohler, Wis. Manufacturer. Pres. Kohler Co.; Kohler Impr. Co. organized "to make Kohler Village an American Garden City"; Sheboygan Home for the Friendless. Rendered distinguished service in improvement of industrial housing.
- KREBS, MRS. H. C., Williamsburg, Va. Pres. Williamsburg Civic League; Publicity Chmn., 6th Dist. St. Fed. Women's Clubs. Mem. A. A. U. W.; Planning & Zoning Commn.; James City County Illiteracy Com. Active in movement for more beautiful "Colonial Williamsburg."
- KREIDER, LOUIS S., Youngstown, O. Realtor. Interested in community improvement.

- *KRIEGER, A. A., Louisville, Ky. City Engineer.
- KRONER, HAYES, Washington, D. C. U. S. Army. Interested in community improvement and roadside beauty.
- KRUESI, PAUL J., Chattanooga, Tenn. Manufacturer. Past Dir. U. S. C. of C.; Pres. Chattanooga C. of C.; Trustee U. of Chattanooga; U. of Tennessee.
- §KRUSE, WALTER O., Davenport, Ia. Architect. Mem. Com. on Revision of Bldg. Code; former Mem. Com. on "Plan of Washington and Environs." Rendered important service as mem. of zoning com. in securing passage of zoning law in Davenport.
- §KUNZ, GEORGE FREDERICK, New York City. Pres. Am. Scenic & Preserv. Soc.; Hon. Res. Curator of Precious Stones, Am. Mus. Nat. Hist.; V.P. Am. Mus. of Safety; Hon. Pres. & Trustee, Mus. of Peaceful Arts; Hon. Pres. Bird & Tree Club. Actively interested in conservation and development of Federal City.
- LAIRD, WARREN P., Sc. D., F. A. I. A., Philadelphia, Pa. Prof. Architecture U. of Pa.; Dean Sch. of Fine Arts, U. of Pa. Mem. Bd. of Dirs. Reg. Planning Fed.; Zoning Commn., 1929; Pa. St. Art Commn.; Merion Civic Assn.; Hon. Mem. Soc. of Archts., Uruguay, S. A.; Central Soc. of Archts., Argentina. Mem. Church Bldg. Commn., P. E. Diocese of Pa.; Com. on Church Architecture, Gen. Council, Lutheran Churches of N. A.; Art Alliance; Am. Sec. Permanent Com. on Internat. Congress of Archts.; Archæol. Inst. of Am. Cons. Archt. for state, municipal, and other buildings.
- *LAMB, ROBERT S., Washington, D. C. Ophthalmologist. Mem. Am. & D. C. Med. Soc.; Bd. of T.; C. of C.
- §LAMONT, T. W., New York City. Banker. Dir. Guaranty Trust Co.; Internat. Harvester Co.; Crowell Pub. Co.; Trustee Carnegie Found. for Advancement of Teaching; Phillips Exeter Acad. Represented U. S. Treasury on Am. Commn. to Negotiate Peace, Paris, 1919.
- LAMONT, MRS. T. W., New York City.
- *LAMPING, GEORGE B., Seattle, Wash.
- *LAMPMAN, B. H., Portland, Ore. Publisher. Staff Mem. *Oregonian*.
- *LANDES, HENRY, F. Geol. S. A., Seattle, Wash. Geologist. Dean Coll. of Sci., U. of Wash. St. Geologist, 1901-21. Mem. Nat. Geog. Soc.; Am. Inst. of Mining & Metall. Engrs.
- §LANDES, BERTHA K. (MRS. HENRY), Seattle, Wash. Former Mayor. Hon. Pres. Women's City Club; delegate to White House Conf. on Child Welfare. Mem. Bd. Community Fund; Volunteer Social Workers' Club; past Mem. City Council.
- LANE, JOSEPH J., New York City.
- †LANG, MRS. ROBERT B., Racine, Wis.
- §LANGWORTHY, MRS. B. F., Winnetka, Ill. V.P. Nat. Congress of Parents & Teachers; Govt. Planning Assn. of Chicago; Co. Sch. of Nursing; Chicago Adult Edn. Council; past Pres. Woman's City Club; past Village Trustee of Winnetka; Sec. Chicago Juvenile Protective Assn. Mem. Bd. Young People's City Council; Ill. League of Women Voters.
- §LANSBURGH, MRS. JULIUS, Washington, D. C. Volunteer Social Worker. V.P. Social Hygiene Soc. Mem. Civic Section, 20th Century Club; Monday Evening Club; Columbian Women; Kalorama Citizens' Assn.; Women's City Club; League of Women Voters.
- *LARNER, JOHN B., Washington, D. C. Lawyer. Pres. Loan and Tr. Co.; Dir. Equitable Coop. Bldg. Assn.; V.P. John Dickson Home; Dir. Bd. of T. Mem. Archæol. Soc.; Columbia Hist. Soc.
- LAUSEN, A. F., JR., San Francisco, Cal. Interested in community improvement.
- LAWRENCE, ARTHUR W., Bronxville, N. Y. Pres. Westchester Co. C. of C.; Transit Commn.; Park Commn. Interested in park and community development.
- §LAWRENCE, ELLIS F., F. A. I. A., Portland, Ore. Architect. Dean Sch. of Architecture & Allied Arts, U. of Ore.; Dir. Ore. Bldg. Congress (Chmn. Com. on Waterfront Impr.). Mem. City Planning Commn.; City Club. Active in campaign for zoning and public auditorium.
- *LAWRENCE, F. E., JR., St. Louis, Mo. Asst. Dir., Council on Civic Needs; Civic Bur., C. of C.; past Sec. City Plan Commn. Mem. Nat. Conf. on City Planning; Exec. Sec. Reg. Planning Fed., St. Louis Dist.
- LAWRENCE, MRS. JOHN W., Glenshaw, Pa. Mem. Civic Club of Pittsburgh; St. Forestry Commn.; Garden Club of Am.; Chmn. Billbd. & Roadside Com., Garden Club of Allegheny Co. Interested in city planning and community advance.
- LAWTON, MRS. W. L., Glens Falls, N. Y. Chmn. Nat. Council for Protection of Roadside Beauty; Adv. Chmn. Com. for Protection of Roadside Beauty, Gen. Fed. Women's Clubs. Is rendering distinguished service in fight for restriction of billboards as pioneer in State Roadside Surveys.
- LAZARUS, FRED, JR., Columbus, O. Mem. Bd. of Dirs. Community Fund; Jewish Welfare Fed.; Industrial Bur. U. S. C. of C.; Pres. Jewish Orphan Home, Cleveland, O. Mem. Gallery of Fine Arts.
- LAZARUS, SIMON, Columbus, O. Merchant. Interested in community improvement.
- LEA, ARTHUR H., Philadelphia, Pa. Treas. Conf. on Mun. Govt. Mem. Com. of 70; City Charter Com.; New City Charter Com.; Bur. Mun. Res.; Pa. Elections Assn.; Contributing Mem. Civic Club. Aided in adoption of City Charter, voting machine, co-operating toward proportional representation and City Manager Plan.

- LEA, MRS. CHARLES M., Devon, Pa. Pres. Women's City Club of Phila. Mem. Civic Club of Phila.; St. Bd. (Chmn. Chester Co.) League of Women Voters; Exec. Bd., Emergency Aid, Phila.; Adv. Bd., Phila. Gen. Hosp.; Tri-St. Reg. Planning Assn.; Phila. Progress Assn.; Bur. Mun. Res.; Pa. Mus.
- LEAVITT, GORDON, New York City. Landscape Engineer. Mem. Nat. Conf. on City Planning; Nat. Conf. on St. Parks; Park Assn.; St. C. of C. Participated in movements for development of county parks and city planning in Camden, N. J., and Brunswick, Ga.; regional planning in Glynn County, Ga.
- §LEE, E. BROOKE, Silver Spring, Md. Speaker Md. House of Delegates. Past Sec. St. of Md.; V.P. Takoma Park Bank; Pres. N. Washington Realty Co.; Maryland News Publishing Co. Active in development of Federal City in Maryland Section.
- LEEDS, ARTHUR H., Germantown, Pa. Interested in civic improvement.
- §LEETCH, FRANK P., Washington, D. C. Dir. & Mem. Exec. Com. Washington Bd. of T.; Reg. V.P. Nat. Rivers & Harbors Congress; past Pres. & now Chmn. Exec. Com. Georgetown Citizens' Assn. Mem. Rotary Club. Active in development of Federal City through civic organizations.
- LEFFINGWELL, R. C., New York City. Banker, Lawyer. Former Asst. Sec. U. S. Treas. Mem. J. P. Morgan & Co.
- †LEHMAN, ALBERT C., Pittsburgh, Pa. Steel Manufacturer. Patron of the Arts. Dir. Jewish Big Brother Club; Nat. Farm Sch. (Phila.). Mem. Bur. Mun. Res. Active in promoting fine arts and civic advances.
- LEHMAN, LEO, Pittsburgh, Pa. Mem. Civic Club of Allegheny Co.; Golden Triangle Assn. which promotes city planning for downtown section of city. Donated funds for hillside landscaping on Blvd. of the Allies.
- LEHMANN, GEORGE D., Toledo, O. Civil Engineer. Chmn. Lucas Co. Planning Commn.; Dir. Maumee River Scenic & Hist. Highway Assn.; V.-Chmn. City Plan Commn. Mem. C. of C. (also C. of C. City & County Planning Com.); Reg. Plan Com., City Bd. of Zoning Appeals; Citizens' Plan Assn.; St. Conf. on City Planning; Nat. Conf. on City Planning; Am. Assn. of Engrs.
- LEIGHTON, MRS. E. F., St. Paul, Minn. Pres. Pioneer Civic Club; 1st V.P. Central Council of Dist. Clubs; past Chmn. Better Homes in Am.; 1st. Sec. Minn. Woman's Rivers and Harbors Congress; incorporator Minn. Farm Woman's Congress; organizer Children's Preventorium, Lake Owasso. Mem. Adv. Dept. of Edn., St. Paul Assn.; Public Safety Council; Neighborhood House Assn.; Homes Garden Club; Civic Union; Central Council Civic Clubs; Welfare League; Visiting Mother of city and county institutions.
- Active in movements for \$16,000,000 bond issue for improvements, for purchase of Highland Park, for establishment of municipal airport, improved street-lighting system, municipal bird and game sanctuary.
- LEIMERT, WALTER H., Los Angeles, Cal. Mem. Exec. Com. Citizens Com. on Parks, Playgrounds, & Beaches; Com. on Real Estate; City & Co. Planning Com.; C. of C. Participated actively in subdivision development in Southern California. Interested in city planning.
- LEONARD, MRS. HENRY, Washington, D. C.
- LETTON, JOHN F., Williamsport, Pa.
- LEVISON, J. J., Sea Cliff, N. Y. Consulting Landscape Forester. Former Chief Forester N. Y. C.; past Lecturer on Landscape Forestry at Yale U. Sch. of Forestry; Forester, Am. Assn. for Planting & Preservn. of City Trees; V.P. Tree Planting Assn. Senior Mem. Soc. of Am. Foresters; Am. Assn. of Park Supts. Mem. Am. Forestry Assn.; Nat. Geog. Soc. Rendered important service for parks and public playgrounds. Successful in eliminating insects and tree diseases on large scale, and in naturalistic planting and woodland preservation.
- †LEVISTON, MRS. GEORGE, San Francisco, Cal. Dir. Nat. Conf. on St. Parks. Mem. Am. Forestry Assn.; "Save-the-Redwoods" League.
- LEVY, HARRY M., Cincinnati, O. Interested in community improvement.
- LEWIS, MRS. HOWARD W., Philadelphia, Pa. Pres. Soc. Little Gardens; Dir. Phila. Athenæum; Adv. V.P. Civic Club; past V.P. & Chmn. Mun. Arts & Tree Planting Com.; Mgr. City Parks Assn. Mem. Art Alliance; Pa. Soc. Colonial Dames of Am. Special interest: city planning and park and roadside tree planting.
- §LEWIS, ION, Portland, Ore. Interested in National Parks and community improvement.
- *LEWIS, M. W., Washington, D. C.
- LIGGETT, THOMAS, Pittsburgh, Pa. St. V.P. Izaak Walton League (Chmn. Stream Pollution Com.); V.P. Pa. Parks Assn.; Sec. Cook Forest Assn.; McConnell's Mill Park Assn. Mem. Civic Club of Allegheny Co.; Am. Forestry Assn.; Pa. Forestry Assn.; Nat. Parks Assn.; Nat. Conf. on St. Parks; Nat. and Local Audubon Socs.; Am. Mus. Nat. Hist.; Carnegie Mus. of Pittsburgh; Am. Game Assn. Actively engaged in conservation work in Pennsylvania.
- LIGHT, CHARLES P., Washington, D. C. Investment Broker. Dir. Franklin Nat. Bank. Mem. Bd. of T.; Nat. Press Club; Engl.-Speaking Union. Interested in Federal City.
- LIGHTBURN, C. M., Denver, Colo. Valuation Engineer. Sec. (past Pres.) Colo. Soc. of Engrs., which initiated zoning movement in Denver and promoted present system of traffic control; V.P.

- Planning Commn. (Chmn. Exhibit Com., Nat. Conf. on City Planning, Denver, 1930). Mem. Planning Sec., A. S. C. E.; Colo. Engring. Council (past Pres.); C. of C.
- LINCOLN, MRS. ROBERT, Washington, D. C.
- †LINDLEY, PAUL C., Greensboro, N. C. Nurseryman. Mayor pro tem. Pres. Greensboro Council, Boy Scouts of Am.; past Pres. C. of C.; Adv. Dir. Y. M. C. A. Mem. Nat. Com. for Study of Mun. & Co. Parks.
- LINDSAY, GEORGE F., St. Paul, Minn. Participated actively in work of Greater St. Paul Com., St. Paul Assn., Planning Bd., and (as Chmn.) St. Paul & Ramsey Co. Capitol Approach Com. As Chmn. Bd. of Trustees, Children's Hosp., St. Paul Symphony Com., and for many other civic and individual efforts, was awarded Distinguished Service Medal as "Citizen who has done the most for St. Paul in 1928."
- §LIPPINCOTT, MRS. J. BERTRAM, Philadelphia, Pa. Mem. Bd. of Mgrs., Swarthmore College; Strawberry Mansion Com.; Com. of 70; Hort. Soc.; Hist. Soc.
- LISLE, MARTHA B. (MRS. ARTHUR B.), East Greenwich, R. I. St. Chmn. R. I. Council for Protection of Roadside Beauty; Billbd. & Roadside Com., Garden Club of Am.; Women's Com., Washington Cathedral; Chmn. Garden Club of R. I.; Com. on Billbds.; Civic Impr. & Park Assn.
- †§LITCHFIELD, ELECTUS D., New York City. Architect. Mem. N. Y. Chapt. A. I. A.; Archtl. League; Beaux Arts Inst. of Design; Fifth Ave. Assn.; Nat. Housing Assn.; Bldg. Congress; Real Estate Bd.; Am. Fed. of Arts; City Club; Mun. Art. Soc.; Mayor's City Com. on Plan & Survey, 1928; Commn. to revise Bldg. Code, 1908; Archt. & Town Planner of Yorkship Village, largest of permanent war towns; Archt. of Govt. bldgs., libraries, monuments. Actively interested in architectural advance, city planning, housing, and the Federal City.
- LOYD, DEMAREST, Washington, D. C. Journalist. Pres. Dupont Circle Citizens' Assn.
- LOYD, WILLIAM F., Pittsburgh, Pa.
- LOYD-SMITH, WILTON, New York City. Interested in community improvement.
- LODGE, RICHARD W., Redlands, Cal.
- LOGAN, FRANK G., Chicago, Ill. Capitalist, Patron of Fine Arts. Widely known as art collector and supporter of scientific, art, and musical institutions; V.P. Art Inst.; one of the founders Am. Coll. of Surgeons; Res. Fund in Pathology, Surgery, and Experimental Medicine, U. of Chicago; Mr. & Mrs. Frank G. Logan Fund for medal & prizes, Art Inst.; Trustee & Founder (with Mrs. Logan) of Chair of Anthropol., Beloit Coll.; also of Logan Archaeol. Mus., financing scientific expeditions to Africa, North Dakota, to Pecos Valley, New Mexico, innovating the use of archaeol. students as assistants. One of the builders of Orchestra Hall and patron of grand opera. Dir. Chicago Galleries Assn.; Trustee Ferguson Monument Fund; Grand Central Galleries, N. Y. C.; Soc. for encouragement of local art which purchases art objects for Chicago. Mem. Assn. of Arts & Industries; Mun. Art League; Hist., Archaeol. & Geog. Soc.; Sons of Am. Revolution.
- LOGAN, ROBERT R., Eddington, Pa. Mem. "Save-the-Redwoods" League; Pub. Parks Assn.; Playground Assn.; Phila. Art Alliance; Am. Fed. of Arts. Special interest: humane and civic education toward ultimate world peace.
- LOHMANN, KARL B., Urbana, Ill. Prof. of Landscape Architecture, U. of Ill. Mem. A. S. L. A.; Am. City Planning Inst.; Nat. Conf. on City Planning. Author "Principles of City Planning." Participated in numerous city plans and studies.
- *LOMBARD, WARREN P., Ann Arbor, Mich. College Professor. Former Asst. Prof. Physiol., Clark U.; Prof. Physiol., U. of Mich. Mem. Am. Physiol. Soc.; Soc. Experimental Biol. & Medicine, U. of Mich.; Research Club.
- LONG, ROBERT A., Kansas City, Mo. Owner and builder of Longview, one of the model cities of the U. S.
- LONG, MRS. SIM PERRY, Chattanooga, Tenn. Pres. Tenn. Garden Club; past Pres. Riverview Garden Club. Mem. Exec. Bd., Nat. Council Garden Clubs; Signal Mtn. Garden Club; Vine Street Orphan's Home Assn.; Kosmos Woman's Club; Y. W. C. A.; Mass. Hort. Soc.; Chattanooga Tuberculosis Assn. Active in conservation and welfare work.
- †LONGYEAR, MRS. JOHN MONROE, Brookline, Mass. Mem. 20th Century Club, Boston; Authors' Club, Boston. Rendering important service in civic education by opening her library to the public.
- †LONNQUIST, AXEL, Chicago, Ill. Realtor. Mem. Com. on Billbd. Restriction, Nat. Assn. Real Estate Bds.
- *LORCH, EMIL, Ann Arbor, Mich. Professor. Former Instr. Detroit Mus. Art Sch.; former Asst. to Dir. Chicago Art Inst.; Sec. Sch. Archt., Art Inst. & Armour Inst.; Prof. & Head of Coll. of Archt., U. of Mich.; Archt. & Mem. Detroit Belle Isle Bridge Commn. Mem. A. I. A., Mich. Soc. of Archts.; Am. Art Assn. of Paris. Actively interested in archtl. advance.
- *LORCH, MRS. EMIL, Ann Arbor, Mich.
- LORIMER, MRS. GEORGE H., Wyncote, Pa. Pres. Repub. Women of Pa. Mem. Bd. Women's City Club; Civic Club.
- *LOTT, LOUIS, Dayton, O. Architect. Dir. Civic Music League & Art Inst.; Chmn. local Fed. City Com. A. C. A. Mem. Com. on City Planning, A. I. A. Instigated City Plan movement in Dayton and acted as Sec. of loca

- Committee developing important highway plans.
- LOUD, JOSEPH P., Boston, Mass. Architect. Mem. Mass. Civic League; Nat. Recr. Assn.
- *LOVETT, WILLIAM P., Detroit, Mich. Sec. Detroit Citizens League; V.P. Nat. Assn. of Civic Secs. Actively interested in community improvement.
- LOWDEN, FRANK O., Oregon, Ill. Lawyer. Former Gov. of Ill.; Mem. of Congress; Hon. Pres. Am. Country Life Assn.; Pres. Pub. Admin. Clearing House. Mem. Bd. of Trustees, Nat. Inst. of Pub. Admin.; Carnegie Endowment for Internat. Peace.
- †LOWNES, ALBERT E., Providence, R. I. Manufacturer. Commr. Narragansett Council, Boy Scouts of Am.; Dir. Audubon Soc. of R. I.; Providence Boys' Club. Mem. Bd. of Mgrs., Providence Players; Appalachian Mtn. Club; Soc. for Preserv. of New England Antiquities; C. of C.; Mass. & R. I. Hort. Soc.; R. I. Hist. Soc.; N. Y. Botanical Gardens.
- LUBIN, SIMON J., Sacramento, Cal. Merchant. Founder and former Pres. St. Commn. of Immigration & Housing, Cal.; Pres. Sacramento Region Citizens Council for Econ. & Social Development of 21 northern Cal. counties. Mem. Am. Acad. Polit. & Social Sci.; Am. Assn. Labor Legis.; Cal. Conf. on Social Work; Taylor Soc.; Nat. Econ. League. Active in redrafting and enforcing housing laws, resulting in marked improvement; preservation of historical records and landmarks, development of National and State Park areas, improvement of educational and recreational facilities, and development of economic program for State Legislature. Pres. Pan-Am. Reciprocal Trade Conf., August, 1930; Chmn. Organizing Com. Pan-Am. Inst. of Reciprocal Trade, 1930.
- LUDEN, WILLIAM H., Reading, Pa. Ret. Manufacturer. Interested in community advance.
- LYMAN, ARTHUR, Boston, Mass.
- *LYMAN, D. R., Louisville, Ky.
- †LYMAN, MRS. THEODORE, Brookline, Mass.
- MACELWEE, ROY S., Cambridge, Mass. Economist, Port Authority. V.P. Soc. Terminal Engrs. Mem. Am. Mil. Engrs. Soc., A. S. M. E.; A. S. C. E.; Am. Bur. of Shipping; Am. Assn. of Port Authorities, and numerous foreign organizations. Author of numerous works on port development and responsible for many port and city plans and surveys in the U. S. and abroad. At present engaged in making Comprehensive Port Plans of Green Bay and Marinette, Wis., Sandusky, Ohio, and Rochester, N. Y.
- MACKENZIE, CLINTON, New York City. Architect. Mem. Nat. Housing Assn.; Nat. Conf. on City Planning; Am. Forestry Assn.
- §MACLENNAN, P. FRANK, Topeka, Kans. Newspaper Publisher. Proprietor & Editor *Topeka State Journal*. Pres. (and one of the organizers) Kans. Res. St. Bank; Dir. Assoc. Press. Interested in all civic affairs.
- *MACNAUGHTON, E. B., Portland, Ore. Banker. Pres. Bd. of Trustees, Reed Coll.; Libr. Assn. of Portland.
- MACNEIL, GORDON E., Washington, D. C. Rendered distinguished service in designing houses of Wesley Heights.
- §MACNEILLE, PERRY R., New York City. Architect, City Planner. Chmn. City Plan Commn.; past Chmn. Zoning Bd. of Adjustment; Civic Club; Soldier's Mem. Assn.—all of which he helped to organize; Consultant Bd. of Recr., Summit, N. J. At different times, Consultant & 1st Chmn. Housing Commn., Erie, Pa.; City Planning Consultant, Altoona, Pa., and many other cities throughout the U. S. and Canada. Organizer & Chief of Housing Branch, Ordnance Dept., U. S. A.; Housing Bur., U. S. A. Shipping Bd. Mem. Nat. Housing Assn.
- ‡§MACOMBER, IRVING E., Toledo, O. Trustee & Sec. Mus. Art; past Pres. C. of C.; Bd. of Edn.; Assn. Real Estate Bds.; Boy Scouts. Mem. St. Conf. on City Planning; University Club; Bd. of Trustees, Toledo Hosp.
- MACRAE, HUGH, Wilmington, N. C. Realtor. Active in the development of agricultural and residential properties in the Southern States. Mem. Nat. Conf. on St. Parks.
- §MACVEAGH, EAMES, Chicago, Ill. Merchant, Banker. Mem. Franklin MacVeagh & Co. V.P. Ill. Acad. Fine Arts; Arts Club; past V.P. Mun. Art League; Treas. Friends of our Native Landscape. Mem. Citizens' Assn.; City Club.
- §MAIDEN, F. BRUCE, Oakland, Cal. Realtor. Chmn. City Planning Commn.
- MALONE, MRS. JOHN E., Lancaster, Pa. Sec. Pa. Art Commn. Mem. City Planning Commn.
- MANN, FREDERICK M., Minneapolis, Minn. Prof. of Architecture, U. of Minn. Pres. City Planning Commn.; Trustee Inst. of Art. Mem. Reg. Planning Assn.; Nat. Econ. League; past Mem. Civic & Commerce Assn.
- ‡‡MANNING, WARREN H., Cambridge, Mass. Landscape Designer, Regional Planner. Organizer & former Pres. A. S. L. A. Organizer Am. Park & Outdoor Art Assn. (now A. C. A.). Mem. Am. City Planning Inst.; Am. Inst. of Park Execs.; Nat. Conf. on City Parks; Nat. Parks Assn.; Mass. Forestry Assn.; Internat. Garden Cities & Town Planning Fed.; Bd. of Dirs. Fed. Soc. on Planning & Parks. Rendered important service in planning city park system, Harrisburg, Pa., Birmingham, Ala., and many other Am. cities. Lecturer, and author of educational articles on regional, State and National Park planning.

- †MANNING, MRS. WARREN H., Belmont, Mass.
- †MARBURG, THEODORE, Baltimore, Md. Publicist. U. S. Minister to Belgium, 1912-14; Trustee Johns Hopkins U.; Pres. Am. Soc. Jud. Settlement Internat. Disputes, 1915-16; former V.P. Am. Econ. Assn.; Internat. Fed. League of Nations Soc. Mem. Am. Polit. Sci. Assn.; Am. Soc. Internat. Law.
- *MARION, A. F., Seattle, Wash.
- MARK, CLAYTON, Chicago, Ill. Manufacturer. Pres. Civic Fed.; past Pres. Bd. of Edn. Mem. Art Inst.; Field Mus.; Hist. Soc.; Zool. Soc.; Am. Mus. Nat. Hist.
- MARKOE, MRS. JOHN, Philadelphia, Pa. Interested in community improvement.
- *MARQUETTE, BLEECKER, Cincinnati, O. Housing Specialist. Sec. Better Housing League; Pub. Health Fed.; Anti-Tuberculosis League; Pres. Ohio Mental Hygiene Assn. Mem. Exec. Com. United Reg. & City Planning Assn. Active in housing, health, welfare, and civic work.
- *MARSTON, ANSON, Ames, Ia. Civil Engineer. Dean Ia. St. Coll.; past Pres. Ia. Engring. Soc.; Land Grant Coll., Engring. Assn. Mem. Ia. St. Highway Commn.; A. S. C. E.; Soc. Promotion Engring. Edn. Commanded U. S. Engrs. during World War.
- §MARSTON, ARTHUR H., San Diego, Cal. Merchant. Interested in Federal City and community improvement.
- §MARSTON, GEORGE W., San Diego, Cal. Merchant. Hon. Pres. Hist. Soc.; 1st Park Commr. Mem. Civic Com., C. of C.; Cal. St. Parks Council. Builder of Presidio Park, Marston Hills Subdivision, and Presidio Hills Subdivision. Rendered distinguished service in all San Diego civic improvements for past fifty years.
- MARTIN, MRS. J. WILLIS, Philadelphia, Pa. Mem. Exec. Com., Woman's Dept., Nat. Civic Fed.; Civic Club; Garden Club of Am.; Theatre Censor Bd. of Pa.; Emer. Aid of Pa.; Welfare Fed. Bd., and many other welfare assns.
- MARVIN, MRS. ROBERT N., Jamestown, N. Y. Interested in community improvement.
- †§MARX, CHARLES DAVID, Palo Alto, Cal. Former Mem. faculty Stanford U. Chmn. local Fed. City Com. A. C. A. Interested in community improvement.
- MASON, MRS. GERTRUDE E., Tucson, Ariz. V.P. Bus. & Professl. Women's Club (Mem. Civics Com.); Sec. City Planning Commn.; Chmn. S. Dist. Ariz. Fed. Bus. & Professl. Women's Clubs. Active in formation of city planning commn., and the preservation of hist. monuments and bldgs.
- †MATHER, SAMUEL, Cleveland, O. Dir. U. S. Steel Corp.; Bankers Trust Co. Pres. Lakeside Hosp.; V.P. & Trustee Western Reserve U. & Adelbert Coll.; Trustee Mus. of Art; Hon. Chmn. Community Fund. Mem. Central Com. A. R. C. Active in all movements for civic improvement.
- †MATHER, WILLIAM G., Cleveland, O. Iron and Steel Manufacturer. Pres. Cleveland Cliffs Iron Co.; Trustee Trinity Coll.; Kenyon Coll.; Western Reserve U.; U. Hosps. of Cleveland. Mem. Am. Antiq. Soc.; Western Res. Hist. Soc. Actively interested in all movements for city improvement.
- MATTISON, FITCH C. E., Pasadena, Cal. Physician. Chief of Staff & Chmn. Bd., Los Angeles Gen. Hosp.; Chmn. Milk Commn., L. A. Co. Med. Assn.; Dir. & V.P. S. Cal. Sanitarium. Mem. C. of C.; Tournament of Roses Assn.; Civic Impr. Assn.; Nat. Acad. of Sci.; Am. Pub. Health Assn.; Florence Nightingale Inst.
- §MAURAN, JOHN LAWRENCE, F. A. I. A., St. Louis, Mo. Architect. Pres. Pub. Bldgs. Commn.; Grand Opera Com., 1910-12; Plaza Commn.; past Pres. A. I. A.; Dir. Mercantile Libr. Mem. Pub. Libr. Bd.; Bd. Control St. Louis Mus. Fine Arts, 1906-10; Exec. Com. Community Council; Corp. Mass. Inst. of Tech., 1927-30; Am. Forestry Assn. Trustee Mo. Hist. Soc.; past Chmn. local Chapt. A. R. C. Appointed on Nat. Commn. of Fine Arts, 1930-. Interested in architectural advance.
- §MAY, ARTHUR, Washington, D. C. Merchant. Pres. & Treas. F. P. May Hardware Co.; Trustee Community Chest; Dir. Local Council, Boy Scouts. Mem. (past Pres.) Rotary Club; Bd. of T.
- §MAY, SAMUEL C., Berkeley, Cal. University Prof. Dir. Bur. of Pub. Admin., U. of Cal.; Res. Commonwealth Club of Cal. Mem. Com. of Pub. Admin.; Nat. Social Sci. Res. Council; Res. Com., Internat. City Mfrs. Assn.; Council Nat. Mun. League; Ednl. Bd. of Pub. Mngt.; Govt. Res. Conf.; Metrop. Park Com., San Francisco Region; and other associations for good govt.
- *MAYBECK, B. R., San Francisco, Cal. Architect. Pres. Art Assn.; Founder Council of Allied Arts. Mem. local Soc. Archts.; Berkeley City Planning Commn.; A. I. A. Former Prof. of Archt., U. of Cal.; former Dean Dept. of Archt., U. of Cal.; Hon. Mem. San Francisco Chapt. A. I. A. Interested in architectural advance.
- †MAYER, RICHARD, Kendall Green, Mass.
- §MCANENY, GEORGE, New York City. Publicist. Past Pres. Borough of Manhattan; Bd. Aldermen; Acting Mayor of N. Y. C.; Sec. & Exec. Officer Mun. Civ. Serv. Commn., 1902; Pres. City Club, 1906-09; former Exec. Mgr. *New York Times*; past V.P. Am. Newspaper Publishers Assn.; Chmn. Transit Commn. Drafted Civ. Serv. rules now in force in New York City. Apptd. by Gov. to Commn. for Revision of City Charter, 1908; Chmn.

- Com. on City Plan, 1914-16; Pres. Kindergarten Assn.; V.P. Nat. Mun. League; Nat. Civ. Serv. Reform League. Rendered distinguished service in promotion of city and regional planning in New York and its environs.
- ***McCLINTOCK, JAMES HARVEY**, Phoenix, Ariz. Author. Former newspaper editor; State Historian, 1919-23. Past Pres. Folklore Soc.; Rough Riders Assn.; Dept. Commdr. United Spanish War Veterans.
- McCLINTOCK, MILLER**, Cambridge, Mass. Lecturer on Government, Traffic Expert. Dir. Albert Russell Erskine Bur., Harvard U.; City-wide Traffic Commn., Kansas City, Mo.; Traffic Survey Com., San Francisco, Cal.; Fire Insurance Com., Boston, Mass. Mem. Nat. Conf. on Street & Highway Safety, U. S. Dept. Commerce; V.P. Nat. Safety Council; Mass. Safety Council. Working on the solution of the traffic problem and relief by better planning.
- ***McCLURE, C. A.**, Portland, Ore.
- ***McCOMB, MR. AND MRS. DAVID**, Santa Fe, N. M.
- McCORMICK, ANNE**, Harrisburg, Pa. V.P. Civic Club. Mem. Mun. League. Interested in community improvement.
- ***McCORMICK, CYRUS H.**, Chicago, Ill. Manufacturer. Pres. Internat. Harvester Co., 1902-19; Dir. Continental Ill. Bank & Trust Co.; Presbyn. Theol. Sem.; Trustee Princeton U.; Field Mus. Nat. Hist.; Y. M. C. A.; Elizabeth McCormick Mem. Fund; Ferry Hall. Mem. U. S. Diplomatic Mission to Russia, 1917.
- McCORMICK, DONALD**, Harrisburg, Pa.
- †**McCORMICK, MRS. EDITH ROCKEFELLER**, Chicago, Ill. Founder Chicago Zool. Gardens. Patroness Opera in English for American audiences. Original promoter Civic Opera. Mem. League of Women Voters; Ohio Soc.; D. A. R.; Friends of Opera; Drama League.
- ††**McCORMICK, VANCE C.**, Harrisburg, Pa. Newspaper Publisher. Pub. *The Patriot and Evening News*. Pres. Bd. Harrisburg Acad. Mem. Yale Corp.; Trustee & Mem. Exec. Com. Pa. State Coll. Mem. City Council, 1900-02; Mayor, 1902-05; War Mission to Great Britain & France, 1917; Adviser to the President, Am. Commn. to Negotiate Peace, Paris, 1919. Pres. Mun. League; Assoc. Aid Soc.; V.P. Assn. of Community Chests & Councils; V. P., A. C. A.
- ***McCRARY, IRVIN**, Denver, Colo. Landscape Architect. City Planner. Sec. Art Comm.
- McDONALD, MRS. GEORGE**, Wyoming, O. Pres. "Save-Outdoor-Ohio" Council; V.P. Cincinnati Art Center; Dir. Wild Flower Preservn. Soc. of Ohio; St. Chmn. of Conservn., Chmn. Radio Program, WLW; Ohio Fed. Women's Clubs; Ohio Rep. to Reg. Parks Conf. Mem. Nat. Parks Conf.; Woman's City Club of Cincinnati; five Garden Clubs; Nat. Assn. of Audubon Soc.; and many other conservation organizations. Instrumental in securing legislation to organize conservation division in State Government.
- §**McDUFFIE, DUNCAN**, Berkeley, Cal. Pres. Sierra Club; Chmn. Cal. St. Parks Council; past Chmn. Berkeley Civic Arts Commn.; Dir. Nat. Conf. on St. Parks; East Bay Reg. Park Assn.; Trustee Nat. Parks Assn. Mem. Bd. of Dirs. "Save-the-Redwoods" League. For twenty years has developed residential subdivisions around Berkeley.
- McELDOWNEY, MRS. HENRY C.**, Pittsburgh, Pa. Pres. Woman's City Club. Mem. 20th Century Club. Active in social welfare.
- §**McEWAN, MRS. ALEXANDER FRASER**, Seattle, Wash. Pres. St. Soc. for Conservn. of Wild Flowers & Tree Planting; Conservn. Chmn. for St. Garden Club; Bd. of Dirs. Garden Club of Am.; Seattle Garden Club; Wild Flower Preservn. Soc. Mem. St. Forestry Conf.; Am. Forestry Assn.; City Affairs Com., C. of C.; Nat. Conf. on St. Parks; Mass. Hort. Soc.; Garden Club, Ltd., London, Eng.; Royal Hort. Soc.; Puget Sound Acad. Sci. Inaugurated Annual Flower Show of Seattle and planting of 1,200 American elms on Des Moines Memorial Highway. Organized Washington St. Soc. for Conservn. of Wild Flowers & Tree Planting and State-wide movement to make Washington the Holly State. Rendered distinguished service in cause of conservation.
- ***McFADDEN, MRS. PARMALEE**, Chicago, Ill.
- ††**McFARLAND, J. HORACE**, Harrisburg, Pa. Master Printer. Pres. Pa. Art Commn.; past V.P. Nat. Mun. League; Sec. Mun. League; past Pres. & Founder A. C. A., 1904-24; Pres. McFarland Publicity Service; Sec. & Treas. Mt. Pleasant Press; Chmn. A. C. A. Coms. on Nat. Parks & Forests, Roadside Impr. & local Fed. City; V.P. A. C. A.; Pres. Am. Rose Soc. Mem. Adv. Com. on Zoning, U. S. Dept. Commerce; Am. Mem. Special Internat. Niagara Control Bd.; Commn. on Living Conditions of War Workers, Dept. of Labor, 1918-19; Nat. Conf. on City Planning; Am. Assn. Nurserymen. Former printer of and contributor to *American Gardening*, *Country Life in America* and *Country-side* magazines. Editor *American Rose Annual*. Author of numerous books on gardening & contributor to *Outlook*, *Atlantic Monthly*, *Better Homes & Gardens*, *Country Gentleman*, *House & Garden*, *Ladies' Home Journal*. Led campaigns for preservation of Niagara Falls, for preserving and developing National Park system, resulting in establishment of National Park Service by Act of Congress. As President of A. C. A., visited some 500 towns and

cities in pursuance of the aim of that organization to make American communities better places in which to live.

*MCGANN, MRS. ROBERT G., Lake Forest, Ill.

McGOVERN, WILLIAM R., Milwaukee, Wis. Pres. Wis. Tel. Co.; Milwaukee Co. Park Commn.

*MCKEE, BERT, Des Moines, Ia. Charter Mem. Town Planning Commn.; Rotary Club; Bankers' Club.

*MCKEE, MARGARET, Des Moines, Ia.

McKEON, MRS. EDWARD H., Eccleston, Md. Pres. Green Spring Valley Garden Club (past Chmn. Billbd. Com.). Mem. Garden Club of Am.; past V.-Chmn. St. Conservn. Com.; St. Chmn. Billbd. Restriction Com., Fed. Garden Clubs of Md. At present working on plans to interest public school children in the improvement of gardens through gifts and prizes.

*MCKINLEY, CHARLES, Portland, Ore. Mem. faculty Reed Coll.; Bd. of Govs., City Club; Am. Polit. Sci. Assn.; Chmn. Com. on Zoning & City Planning, Housing & Planning Assn.

McKINLOCK, MRS. GEORGE ALEXANDER, Chicago, Ill., and Palm Beach, Fla. Pres. Garden Club; Chmn. Town Planning Commn. Mem. Exec. Bd. Chicago A. R. C.; Bd. Children's Mem. Hosp.; Bd. Passavant Mem. Hosp.

*MCKNIGHT, MRS. T. H. B., Washington, D. C. Chmn. Bd. of Editors, Bulletin of Garden Club of Am. and has rendered important service in civic education.

*McMECHEN, EDGAR G., Denver, Colo. Interested in art education.

McNEIL, D. R., JR., Los Angeles, Cal.

McNITT, ROLLIN L., Los Angeles, Cal. Past Pres. Assn. of City Planners; past Pres. Bd. City Planning Commn.; Mem. City Planning Assn. Interested in planning and park development.

MEAD, GEORGE W., Wisconsin Rapids, Wis. Paper Manufacturer. Formerly Mayor (3 terms); past Chmn. Park Bd.; Regent Wis. U.

*MEAD, MARCIA, New York City. Town Planner and Adviser. Mem. A. I. A.; Nat. Housing Assn.; Zonta Club; Women's City Club. Author "Homes of Character."

*MECHLIN, LEILA, Washington, D. C. Sec. Am. Fed. of Arts; Washington Soc. of Fine Arts. Assoc. Editor *American Magazine of Art*; Art Editor *Washington Star*. Aided in movements for location and plan of Lincoln Memorial; to secure Freer Gallery, and collections for Washington; the appointment by President Roosevelt of National Commission of Fine Arts; the adoption of the McMillan Plan for park development.

MEIGS, MRS. EDWARD B., Washington, D. C.

MEINRATH, JOSEPH, Kansas City, Mo. Independent civic worker collaborating with others for a clean, orderly, and at-

tractive city. Especially interested in comprehensive city planning, better city government, establishment of historical memorials, and promotion of purely patriotic causes.

†MELLON, ANDREW W., Washington, D. C. Secretary of the Treasury. Past Pres. Mellon Nat. Bk., Pittsburgh; Trustee Smithsonian Instn.; Carnegie Inst., Pittsburgh. Keenly interested in the architectural beauty and unity of the Federal City public buildings.

†MERCHANT, MRS. FRANCIS D., Washington, D. C. Chmn. City Planning Com., Women's City Club. Interested in the development of the Federal City.

*MERRIAM, C. B., Topeka, Kans.

*MERRIAM, MRS. F. D., Topeka, Kans.

†MERRIAM, JOHN CAMPBELL, F. A. A. S., Washington, D. C. Paleontologist, Educator. Pres. Carnegie Inst.; past Prof. of Paleont. & Hist. Geol., U. of Cal. Mem. Nat., Phila., Cal., & local Acads. of Sci.; Am. Philos. Soc.; Am. Acad. of Arts & Sci.; Am. Assn. of U. Profs. Author of numerous educational and research articles. Promoted "Save-the-Redwoods" movement and is interested in State and National Parks.

MERRILL, HAROLD, Philadelphia, Pa. City Planner. Asst. Planning Engr., Reg. Planning Fed., Phila. Tri-St. Dist.; formerly Landscape Archt., Finger Lakes St. Park Commn.; Asst. City Planner, City Planning Bd., Boston; Asst. Planning Engr., N. Y. Reg. Plan. Mem. Am. City Planning Inst.; Nat. Conf. on City Planning; Am. Acad. Polit. & Social Sci.

*MERRILL, MRS. R. D., Seattle, Wash. Pres. (and Organizer) St. Council for Protection of Roadside Beauty; V.-Chmn. Billbd. & Roadside Com., Garden Club of Am., Western Zone. Mem. Governing Bd., Seattle Garden Club; City Affairs Com., C. of C. METSON, W. H., San Francisco, Cal.

*METTLER, MRS. CHARLES P., Toledo, O. V.P. (past Pres.) Woman's Club. Mem. Woman's Protective Assn.; Y. W. C. A.; Community Chest.

§METZEROTT, OLIVER, Washington, D. C. Republican Floor Leader, Md. House of Delegates. Mem. Bd. of T.; Prince Georges Co. Community Council; V.P. Md. Forestry Assn. Author and co-author of three measures to regulate billboards. Interested in roadside improvement through tree-planting, and billboard restriction.

MEYER, HELOISE, Lennox, Mass. Mem. Garden Club of Am.; Fed. Socs. on Planning & Parks; Bd. Nat. Assn. of Audubon Socs.; Bd. Soc. for Preservn. of New England Wild Flowers; Soc. for Preservn. of New England Antiquities; Am. Forestry Assn.; Mass. & N. H. Forestry Assn.; "Save-the-Redwoods" League; numerous other conservation societies. Active in movement for roadside improvement and park development.

- MIEHLE, MRS. EDITH**, Pottsville, Pa. Volunteer Welfare Worker. Sec. Law Enforcement League of Schuylkill Co. Mem. local Mission (Settlement House); Bd. Schuylkill Co. Hist. Soc. Active in community improvement as organizer of Parent-Teachers' Association.
- MILAR, MRS. WILBUR W.**, Akron, O. Past Chmn. of Conservn., Gen. & St. Fed. of Women's Clubs; Pres. Akron Women's Chapt., N. A. A.; Trustee Art Inst.; Bd. Summer Home for the Aged. Mem. Metrop. Park Bd.; Garden Club of Ohio; Ohio Assn. of Garden Clubs; Wild Flower Preservn. Soc. Active in local garden movements. Rendered important service to conservation and development of Metropolitan Park District, reforestation, and promotion of gardens.
- MILES, MRS. GEORGE H.**, Rumson, N. J. Chmn. Roadside Beautification Com., St. Com. for Protection of Roadside Beauty; Billbd. & Roadside Com., Rumson Garden Club; Legis. Chmn. N. J. Div. Women's Dept., Nat. Civic Fed.; Pres. Women's St. Repub. Club of N. J. Mem. Exec. Com., Nat. Council for Protection of Roadside Beauty; Exec. Com., Roadside & Billbd. Com., Garden Club of Am.; Bd., Efficiency & Govt. Dept., League of Women Voters; N. J. Shade Tree Commn. Actively engaged in campaign for civic improvement.
- MILLARD, EVERETT L.**, Chicago, Ill. Lawyer. Pres. Mun. Art Commn. & Highland Park Dist.; Dir. Chicago Galleries Assn.; Mun. Art League; Pres. City Club; V.P. Highland Park Hosp. Assn. Mem. local Bar Assn.; Mun. Art League. Leader in securing billboard regulation. Initiated State Art Commission Act in Illinois. Active in securing passage of Illinois Forest Preserve Act and general restriction of outdoor advertising.
- MILLER, ALLISON N.**, Washington, D. C. Realtor. Mem. Bd. of T.; C. of C. Real Estate Bd.; Exec. Com. Operative Builders' Assn.; Cathedral Heights Citizens Assn. Rendering valuable service in Wesley Heights subdivision.
- †**MILLER, MRS. E. T. C.**, Cleveland, O. Participated actively in movements for improvement of living conditions in Cleveland. Former Mem. Exec. Bd. A. C. A.
- †**MILLER, FRANK A.**, Riverside, Cal. Founder and owner Glenwood Mission Inn. Founder Chemawa and Huntington Parks. Originator Mt. Rubidoux Easter Sunrise Pilgrimage and Armistice Day Sunset Services. Promoter Riverside Civic Center and donor of numerous gifts for public improvement and beautification. Actively interested in movement for internat. understanding and co-organizer, with Pres. of U. of Southern Cal., of Inst. of Internat. Relations. Mem. Spanish Art Soc.; Southwest Soc.; Cal. Archæol. Inst. of Am.; Landmarks Club; Victoria Club; Exec. Com. A. R. C.
- †**MILLER, GEORGE P.**, Milwaukee, Wis. Attorney-at-Law. Chmn. Sewerage Commn., City of Milwaukee; Metrop. Sewerage Commn. of the Co. of Milwaukee.
- MILLER, GUYON**, Downingtown, Pa. Manufacturer. Pres. Dr. Edward Kerr Memorial Park, now being developed on banks of hist. Brandywine Creek. Mem. Chester Co. Health & Welfare Assn.; Chester Co. Council Boy Scouts; Downingtown & Chester Valley Community Chest. Keenly interested in civic education, Scouts, and roadside improvement.
- MILLER, HERMAN P.**, Harrisburg, Pa. Senate Librarian. Bd. Mem. Mun. League; C. of C.; Pres. Union Real Estate Investment Co., which has developed Bellevue Park as restricted residence park.
- MILLER, JOSEPH T.**, Edgewood, Pa. Pres. League of Boroughs, Townships, & Cities of 3d Class of Allegheny Co. Mem. Welfare Fund Allegheny Co. Active in movement for civic improvement and Metropolitan Plan of Pittsburgh and Allegheny Co.
- MILLER, WILLIAM TYLER**, Los Angeles, Cal. Formerly University Prof. and Editor, Mem. Parliament of Man. Interested in unification of social, political, economic science, international peace, and repeal of capital punishment.
- MITCHELL, C. STANLEY**, New York City.
- MIXER, CHARLES A.**, Rumford, Me. Sec. Park Commn. Mem. of Fed. Soc. on Planning & Parks.
- MONROE, WILLIAM S.**, Chicago, Ill. Cons. Engineer for Commonwealth Edison Co., Pub. Serv. Co., Northern Ill., and Middle West Utilities Co. Mem. A. S. C. E.; A. A. A. S.; Acad. of Sci.; Franklin Inst.; (and past Pres.) Western Soc. of Engrs.; Chicago Engrs. Club; A. I. E. E.; A. S. M. E.; Am. Inst. Mining & Metall. Engrs.; Acad. of Polit. Sci.; Geog. Soc.; City Club.
- ***MOODY, MRS. AGNES C.**, Berkeley, Cal. Chmn. Pub. Affairs Section, Coll. Women's Club. Mem. (past Pres.) League of Women Voters; City Council; Commn. on Pub. Charities.
- MOORE, BARRINGTON**, Washington, D. C. Forester. Sec. Council on Nat. Parks, Forests, & Wild Life. Editor-in-Chief *Ecology*. Mem. Ecol. Soc. Am.; Am. Bot. Soc.; Soc. Am. Foresters; Am. Soc. Naturalists; Am. Geog. Soc. Author of numerous articles on forestry and conservation.
- ***MOORE, CHARLES**, Washington, D. C. Chmn. Nat. Commn. Fine Arts. Mem. Am. Inst. Arts & Letters; Hon. Mem. A. I. A.; past Pres. Detroit City Planning Commn. Ed. "The Plan of Chicago" by D. H. Burnham and E. H. Bennett; "Plan for the Improvement of Washington" by D. H. Burnham, C. F.

- McKim, Augustus Saint Gaudens, F. L. Olmsted, and annual reports of Nat. Commn. of Fine Arts. Author, "Lives of D. H. Burnham and C. F. McKim," and of "Washington Past and Present." Rendered distinguished service in development of Federal City.
- *MOORE, GEORGE, St. Louis, Mo. Botanist. Dir. Mo. Bot. Gardens; Pres. Acad. Sci. Mem. Am. Philos. Soc.; Washington Acad. Sci.; Am. Bot. Soc.
- *MOREL, LOUISE, Louisville, Ky. Past Field Dir. Women's City Club. Treas. Nat. Assn. of Civic Secs.; V.-Chmn. Urban League. Mem. Nat. Conf. on St. Parks; Citizens Com. of 100 on City Planning. Interested in conservation and housing.
- MORGAN, GEORGE W., St. Paul, Minn. Lawyer. V.P. & Dir. St. Paul Assn. of Commerce. Mem. Coms. on City Planning, Metrop. Drainage, State Capitol Approach and others.
- †MORGAN, HENRY W., Rochester, N. Y. Manufacturer. Dir. Civic Impr. Assn.; Civic Music Assn.; Trustee Bur. of Mun. Res. Mem. Adv. Council, C. of C.; Hist. Soc.; Art Gallery, U. of Rochester; Rochester Engring. Soc.
- MORGAN, OAKLEY V., Chicago, Ill. Mem. Commonwealth Edison Co.; Men's Garden Club; Ill. Art Extension Com.; Civic Opera Assn., Elmhurst, Ill. Interested in industrial and pub. property improvement (supervisor of property improvement for Commonwealth Edison Co.).
- *MORGENTHAU, HENRY, New York City. Banker, Author. Ambassador to Turkey, 1913-16. Dir. Inst. of Internat. Edn.; Pres. Bronx House Settlement; past Pres. Henry Morgenthau Co.; Central Realty Bond & Trust Co.; past Dir. U. S. Equitable Life Assurance Soc. An incorporator A. R. C. V.-Chmn. Near East Relief, Inc.
- †MORRIS, EFFINGHAM B., Philadelphia, Pa. Lawyer. Pres. Girard Trust Co.; Dir. P. R. R. Co.; Treas. Council of Defense & Com. of Pub. Safety. Interested in roadside improvement and community advance.
- MORRIS, HENRY C., Washington, D. C., and Chicago, Ill. Lawyer, Author. U. S. Consul at Ghent, 1893-98. Former Trustee Lombard Coll. Past V.P. Fed. of French Alliances. Mem. Am. Bar Assn.; Exec. Com. Am. Peace Soc.; Am. Hist. Assn.; Am. Polit. Sci. Assn.; Nat. Mun. League; Nat. Econ. League; Poetry Lovers of Am.; Am. Acad. Polit. & Social Sci.; Chicago Bar Assn.; Ill. Hist. Soc.; Archæol. Soc.; Billbd. Com., Chicago City Club; Chmn. Mun. Art & Civic Impr. Com., Hamilton Club, Chicago. Interested in the Federal City and general civic improvement.
- †MORRIS, IRA NELSON, Chicago, Ill. Diplomat. Author; Minister to Sweden, 1914-22. Mem. Acad. Polit. Sci.; Am. Mus. Nat. Hist. Interested in internat. relations and travel.
- †MORRIS, LYDIA T., Philadelphia, Pa. Interested in National Parks and general civic improvement.
- MORRIS, MRS. RAY, Oyster Bay, L. I., and New York City. Chmn. Roadside Com., North Country Garden Club of L. I., affiliated with Garden Club of Am.; V.-Chmn. Roadside Com., L. I. C. of C.
- MORSS, EVERETT, Boston, Mass. Manufacturer. Pres. Franklin Found. and Simplex Wire & Cable Co. Trustee Morss Real Estate Trust. Mem. Corp. Mass. Inst. Tech.; A. I. E. E.; A. S. M. E. Interested in city development.
- MORSS, JOHN WELLS, Boston, Mass.
- MORTON, MRS. ARTHUR V., Devon, Pa.
- §MORTON, GEORGE T., Omaha, Nebr. Realtor. Chmn. local Fed. City Com. A. C. A.; former Mem. City Planning Commn. Interested in planning.
- *MORTON, MRS. R. A., Cheyenne, Wyo.
- MOSELEY, I. D., Tulsa, Okla. Mem. (past Pres.) C. of C.
- *MOSES, A. C., Washington, D. C. Pres. Burlington Hotel Co.; A. C. Moses Constrn. Co.; Travelers' Aid Soc.; Dir. Emergency Hosp.; Chmn. Americanization Sch. Com.; Trustee Community Chest (Mem. Budget Com.). Mem. Bd. of T.; C. of C. Led drive to establish playgrounds for D. C. children. Interested in civic betterment.
- *MOSES, ROBERT, New York City.
- MOSKOWITZ, MRS. HENRY, New York City. Pub. Relations Counsel. Dir. Council of Jewish Women; V.P. Assn. to Promote Proper Housing for Girls. Mem. Exec. Com. City Preservn. Commn.; Park Assn.; Woman's City Club; N. J. Housing Assn.; Com. of 14. Rendering important service in housing and recreation.
- †MOSS, FRANK H., Philadelphia, Pa.
- MOVVIS, HALLAM L., F. A. S. L. A., Boston, Mass. Landscape Architect. Mem. Boston Soc. of Landscape Archts.; Mass. St. War Mem. Com.; Assoc. Mem. Boston Soc. of Archts.; Mass. Billbd. Law Defense Com. Keenly interested in securing legislation for billboard abolishment.
- †MUDGE, E. W., Pittsburgh, Pa. Manufacturer. Pres. Edmund W. Mudge & Co. Mem. Pa. Council Nat. Defense (World War); Bd. of Dirs. Allegheny Gen. Hosp.; Assoc. Charities & Children's Serv. Bur. Rendered important service to city planning as V.-Chmn. City Plan Commn. and Mem. Citizens Com. on City Plan.
- MUENCH, JULIUS T., St. Louis, Mo. City Counselor, City of St. Louis. Pres. Compton Heights Protective Assn. Rendered important service in regulation of public utilities. Interested in civic improvement and city planning.
- MULVIHILL, FRANCIS J., Harrisburg, and Germantown, Pa. Chief Dir. of City Planning & Mun. Engring., Bur. of Mun. Affairs, Pa. Dept. of Internal Affairs. Active and honorary member of many professional societies.

- *MURPHY, JAMES CORNELIUS, F. A. I. A., Louisville, Ky. Mem. A. S. C. E.; Chmn. City Plan Commn.; Pres. Art Assn.; Trustee U. of Louisville.
- *MURRAY, A. J., Kansas City, Kans.
- MUSSER, MRS. CHARLES S., Lansdowne, Pa. Chmn. Co. Feds. & Extension in the State Fed. of Pa. Women; Conservn. Chmn. Delaware Co. Mem. Tri-St. Reg. Planning Fed.; New Century Club; Philomusian Club; Art Alliance, Phila.; various garden clubs and musical orgns. Rendered valuable service in sponsoring regional planning movement in Delaware County.
- †NAST, CONDÉ, New York City. Publisher. Pres. Condé Nast Press. Mem. Citizens' Union; Assn. for Rd. Betterment.
- *NELSON, MURRY, Chicago, Ill.
- NELSON, SEYMOUR G., Glenview, Ill. Landscape Gardener. Mem. Chicago Art Inst.; Am. Park Soc.
- *NESS, MRS. HENRY, Ames, Ia. Teacher of Applied Art at Ia. St. Coll. Chmn. Art Dept., Ia. Fed. of Women's Clubs; Supt. of Fine Arts, Ia. St. Fair.
- NEVILLE, MRS. A. C., Green Bay, Wis. Chmn. Com. for Restriction of Rural Outdoor Advertising, Wis. Fed. of Women's Clubs.
- *NEWCOMER, E. W., Toledo, O.
- *NEWELL, F. H., Washington, D. C. Consulting Engineer. Former Chief Engr. later Dir. U. S. Reclamation Serv. Engr. Mem. Pa. Water & Power Resources Bd.; Soc. Engrs. Active in preparation of original bill providing for reclamation of waste lands in U. S. approved 1902.
- *NEWELL, J. P., Portland, Ore. Engineer. Consultant City Planning Commn. of Portland; Chmn. local Fed. City Com., A. C. A. Interested in planning.
- †NEWHALL, MRS. THOMAS, Ithaca, Pa. Pres. Fed. Garden Clubs of Pa.; Chmn. Grounds Com., Com. of 1926 for Restoration of Strawberry Mansion in Fairmount Park; Billbds. & Roadside Com., Phila. Garden Club; Women's Grounds Com., Women's Bd. Bryn Mawr Hosp.; past Dir. Sch. of Hort. for Women, Ambler. Mem. Exec. Com., Billbds. & Roadside Com., Garden Club of Am.; Exec. Com., Council for Preservn. of Natural Beauty in Pa.; Social Serv. Com., Bryn Mawr Hosp.; Exec. Bd. Pa. Hort. Soc.; Finance Com., Wayne Neighborhood League; Emergency Aid of Pa.; Colonial Dames of Am.
- NICHOLS, ACOSTA, New York City.
- *NICHOLS, ELMER E., Berkeley, Cal.
- ††NICHOLS, J. C., Kansas City, Mo. Pres. Kansas City Art Inst.; V.P. Symphony Orchestra; Liberty Memorial Assn.; Chmn. W. R. Nelson Trust Fund; Com. of 25 for new water works system; Com. for establishing Barge Line Terminals of Mo. River at Kansas City; 1st V.P. & Chmn. local Fed. City Com. A. C. A. Mem. Nat. Cap. Park & Planning Commn. Active in securing passage of Zoning Law for Mo.; City Plan Enabling Act for Kansas City, and in developing neighborhood organizations. As President of Country Club District developed 4,000 acres in highly restricted residential subdivisions, with architectural and landscape control. Devoted much time to study of development of outlying business centers adjusted to traffic needs; promulgated idea of street plans adapted to growing traffic needs. Interested in development of outdoor art and appreciation of finer architecture and sculpture. Led campaign for local industrial survey.
- *NICHOLSON, GEORGE L., Washington, D. C.
- NICHOLSON, WILLIAM RAMSEY, JR., Philadelphia, Pa. Merchant. Sec. (Organizer) Phila. Law Enforcement League. Mem. Pa. St. Fish & Game Prot. Assn.; C. of C.
- *NITZE, MRS. WILLIAM A., Chicago, Ill.
- *NOERENBERG, C. E., Los Angeles, Cal. Architect, Engineer. Mem. Bd. of Bldg. & Safety Commrs.; past Mem. City Planning Commn. Mem. (and past Pres.) City Planning Assn. Rendered important service in city planning through Civic Center. Actively interested in revision of building classification and codes for State Chamber of Commerce.
- NOKES, TOM, Johnstown, Pa. Dir. Advertising Club; V.P. (and Chmn.) Boy Scouts; Pres. Rotary Club; past Sec. Amateur Recr. Commn. Mem. Park & Playground Bd.; C. of C.; Y. M. C. A.
- ††NOLAN, JOHN, F. A. S. L. A., Cambridge, Mass. City Planner, Landscape Architect. Past Pres. Nat. Conf. on City Planning; past Pres. (and Mem.) Bd. Govs. Am. City Planning Inst. Mem. Bd. of Dir., Fed. Soc. on Planning & Parks; Planning Found. of Am.; Exec. Com., Internat. Fed. Housing & Town Planning; Adv. Housing Com., Emergency Fleet Corp. & Chief Bur. of Housing & Town Planning, Army Ednl. Commn. (World War); A. S. C. E.; Am. Inst. Cons. Engrs.; Harvard Engrng. Soc.; Boston Soc. Landscape Archts.; Am. Fed. of Arts. Adjudicated competitive designs for city plan of Dublin, Ireland. Completed replanning studies for fifty American cities. Collaborated in regional plans for New York and environs and Philadelphia Tri-State District. Consultant and designed plans for many new towns. Author of "Replanning Small Cities," "New Ideals in the Planning of Cities, Towns and Villages," and "New Towns for Old." Editor of Repton's "The Art of Landscape Gardening," and "City Planning" of the National Municipal League Series.
- §NORRIS, GEORGE W., Philadelphia, Pa. Lawyer, Banker. Gov. Fed. Res.

- Bank; Pres. Belt Line R. R. Co.; former Commr. Fed. Farm Loan Bd.; past Pres. Housing Assn.; past Dir. Dept. of Wharves. Mem. Am. Acad. Polit. & Social Sci. Am. Econ. League; Am. Found.
- NORRIS, LESTER JAMES, St. Charles, Ill. Pres. C. of C.; Fox Valley Fed. (comprising C. of C., civic organizations, as well as individual memberships of five cities in Valley). Mem. Reg. Planning Assn., Chicago, Ill.; Chicago World's Fair, 1933. Rendered important service in the development of St. Charles and environs.
- NORTH, ARTHUR T., New York City. Civil Engineer. Mem. A. I. A.; Archtl. League of N. Y.; Bund Deutscher Architekten; Architekten Oesterreichs; Assoc. Ed. *Western Architect*. As consultant for American Institute of Steel Construction, active in emphasizing the importance of esthetics in steel bridge design and construction. Author of numerous articles.
- NOYES, FRANK B., Washington, D. C. Publicist. Pres. Assoc. Press & *Evening Star* Newspaper Co. Mem. Bd. of T.; Mid-City Citizens' Assn. Rendered distinguished service through newspaper columns for development of Federal City.
- NOYES, MRS. FRANK B., Washington, D. C. Mem. Garden Club of Am. (Chmn. Com. of the Nat. Capital). Rendered distinguished service in development of park system of Washington, D. C.; in the promotion of garden planting; and in roadside improvement. Interested in development of the Federal City.
- NOYES, HENRY T., Rochester, N. Y. Rendered distinguished service in city and regional planning for Rochester and Monroe County.
- §NOYES, THEODORE W., Washington, D. C. Journalist. Assoc. and Acting Editor *Evening Star* 1887-1908; Editor 1908-; past Pres. Washington *Evening Star* Newspaper Co.; Bd. of T.; Pres., Bd. of Trustees Washington Pub. Libr.; Geo. Washington U.; Assn. of Oldest Inhabitants. Mem. C. of C.; Columbia Hist. Soc.; West End Citizen's Assn.; Nat. Press Club; Cosmos Club; Soc. of D. C. Natives. Secured establishment of Public Library. Advocate of 50-50 system for financing D. of C.; Codification of D. C. Laws and National Representation of Citizens of the District; also financial and political equity for the people of the Capital. Rendered important service to Federal City through untiring efforts for municipal development and civic improvement both through the columns of the *Star* and as member of the Board of Trade. Led the fight for the elimination of grade crossings, restriction of overhead wires, and park development for Washington.
- *OATMAN, HOMER C., San Diego, Cal. Interested in city planning.
- OBERHOLTZER, ERNEST C., Minneapolis, Minn. Pres. Quetico-Superior Council. Rendering distinguished service in movement to secure preservation of Quetico-Superior Wilderness area.
- *O'BRIEN, ARTHUR, Washington, D. C. Lawyer. Dir. Nat. Metrop. Bank; Children's Hosp. Mem. Am. Bar Assn.
- §OCHS, ADOLPH S., New York City. Newspaper Publisher. Publisher & controlling owner *New York Times*; *Chattanooga Times*. Dir. Exec. Com. Assoc. Press. Mem. Chattanooga & N. Y. C. of C.; Chattanooga-Lookout Mtn. Park Assn.; Saratoga Battlefield Mem. Park; Citizens Union; West End Assn. Rendered distinguished service in conservation of historic memorials, promotion of park development, and civic progress.
- *ODUM, HOWARD W., Chapel Hill, N. C. College Professor. Kenan Prof. of Sociology; Dir. Sch. of Pub. Welfare; Inst. for Res. in Social Sci., U. of N. C. Editor *Social Forces*. Gen. Ed. Henry Holt Am. Social Sci. Series, U. of N. C. Social Study Series. Pres. Am. Sociol. Soc. Mem. President's Res. Com. on Social Trends. Author numerous books and articles.
- §OGILBY, C. F. R., Washington, D. C. Lawyer. Dir. Nat. Metrop. Bank. Mem. Am. Bar Assn.; D. C. Bar Assn.; N. Y. Bar Assn.; Bd. of T.; Nat. Adv. Council, Am. Peace Soc.; Soc. Sons of the Revolution; C. of C.
- OHAGE, JUSTUS, St. Paul, Minn. Physician, Surgeon. Commr. of Health, 1899-1907. Donor of Harriett Island for park and recreational purposes.
- O'HARA, EDWARD H., Syracuse, N. Y. Publisher & Managing Director *Syracuse Herald*. Past Pres. Mun. Serv. Bd.; Trustee St. Coll. of Forestry. Mem. Nat. Deeper Waterways Bd.; C. of C.
- *O'HARA, MRS. I. H., Philadelphia, Pa. Social Worker. One of founders of local Playground Assn. An incorporator Pub. Edn. Assn.; V.P. St. Fed. of Pa. Women; Home & Sch. League; founder Bucknell Alumni Club.
- ††§OLMSTED, FREDERICK LAW, Brookline, Mass. Landscape Architect. Mem. Park Commn., 1901 which prepared plans in extension and elaboration of L'Enfant Plan, including parks and public buildings, D. C.; past Mem. Nat. Commn. of Fine Arts, 1910-18. Mem. Nat. Cap. Park & Planning Commn. Past Chmn. Brookline (Mass.) Planning Bd.; Exec. Com. Nat. Conf. on City Planning; Bd. Govs. & past Pres. A. S. L. A. During World War mem. Emergency Constrn. Comm., War Industries Bd.; Dir.-in-Charge Town Planning Div., U. S. Housing Corp. Mem. Adv. Com. on City Planning & Zoning of U. S. Dept. Commerce; Bd. Prof. Advisers on City

- Planning for Reg. Plan of N. Y. & Environs; Dir. Survey of Cal. St. Parks, to determine desirable lands for ultimate comprehensive State park system. Mem. Mass. Civic League; Am. Fed. Arts; Am. Soc. Mun. Impr.; Nat. Mun. League; Nat. Housing Assn.; Nat. Conf. on Street & Highway Safety; Am. Forestry Assn.; Mass. Forestry Assn.; Nat. Conf. on St. Parks. Responsible for city and park plans for some 50 cities. Active in promoting billboard regulation, housing betterment, smoke-abatement, conservation of National Parks, land subdivision, and other phases of city planning.
- OLMSTED, GEORGE W., Ludlow, Pa. Manufacturer. Mem. Ludlow Community Assn. Actively interested in the improvement of Wildcat Park.
- †OLMSTEAD, MRS. JOHN C., Brookline, Mass.
- OPPENHEIMER, WILLIAM H., St. Paul, Minn. Lawyer. Past Pres. Rotary Club; former V.P. Assn. of Commerce in charge of Civic Affairs. Mem. Exec. Com. (past Chmn.) United Impr. Council; New City Hall & Court House Bldg. Commn.; New Auditorium Bldg. Commn.; past Mem. Charter Commn. of St. Paul. Received Cosmopolitan Club Medal for Civic Service to City of St. Paul, 1930.
- *ORUM, W. J., Montgomery, Ala.
- OSBORNE, MRS. WILLIAM H., Newark, N. J. Past Pres. Contemp. Club of Newark; 1st V.P. St. Fed. of Women's Clubs (past Chmn. on Edn. & Conservn.); V.P. N. J. Com. for Protection of Roadside Beauty; Chmn. Recreation Com., Bd. of Edn. Initiated move to make tree-planting part of Highway Commission's obligation in building of roads.
- OSEROFF, ABRAHAM, Pittsburgh, Pa. Dir. Fed. of Jewish Philanthropies; Jewish Family Welfare Soc.; Bur. of Jewish Children; Bur. for Preventive & Corrective Work; V.P. Montefiore Hosp. (and an organizer) Housing Assn. Mem. Finance Com., Fed. of Social Agencies; Council Assoc. Charities; Civic Club; Endorsement Com., Welfare Fund; Bd. Mental Health Clinic; Com. on Sci. & Tech., Hebrew U., Palestine; Com. on Study of Social Needs of Hill Dist. Author of numerous papers on community advance.
- *OWEN, CLAUDE W., Washington, D. C. Lawyer. Dir. Park Savings Bank; Bd. of T.; Juvenile Protective Assn.; V.P. Montgomery Co. Bldg. Assn.; Trustee Community Chest. Mem. Budget Com., Community Chest. Chmn. Commn. (apptd. by Bd. of T.) for creation of Mem. Monument to Theodore Roosevelt.
- OWEN, MRS. RUTH BRYAN, Coconut Grove, Fla., and Washington, D. C. Member of Congress. Mem. Nat. Council of Women; League of Am. Pen Women; Bus. & Professl. Women's Club; D. A. R.; Women's Overseas League; Nat. Council for Child Welfare. Introduced bill to create Everglades National Park.
- †PABST, GUSTAVE, Milwaukee, Wis.
- PADELFORD, MRS. CHESTER O., Glen Ridge, N. J. Bd. Mem. & Civic Chmn. N. J. St. Fed. of Women's Clubs. Mem. N. J. Com. for Protection of Roadside Beauty; Contemporary Club of Newark; Glen Ridge Woman's Club (Civics Com.). Helped secure passage of Billboard Law, 1930. Active in promotion of New Jersey Highway Beautification and Snipe Sign Bills. Sponsored bill to prohibit attendance of young children at theaters without parents or guardian.
- *PADELFORD, F. M., Seattle, Wash. University Professor, Author. Prof. of Eng., Dean Graduate Sch., Asst. Dean of Faculties, U. of Wash. Past Pres. Fine Arts Assn. Mem. Nat. Inst. of Social Sci.; Am. Assn. U. Profs.
- *PAGE, WILLIAM TYLER, Washington, D. C. Clerk, House of Representatives.
- \$PARISH, MR. AND MRS. HENRY, New York City.
- *PARKER, MRS. F. W., Santa Fe, N. M.
- †PARKER, MRS. GORDON, Colorado Springs, Colo. Mem. Garden Club; Civic Concerts, Inc.; Council of Girl Scouts.
- PARKER, ROBERT CHAPIN, Westfield, Mass. Past Chmn. Westfield Planning Commn.
- PARKER, WILLIAM STANLEY, Boston, Mass. Architect. Pres. Soc. of Archts.; Archts. Small House Serv. Bur.; past Pres. Bldg. Congress; past Mem. City Planning Bd. Mem. A. I. A. Special interest: improvement of small-house architecture, both in design and construction.
- PARRISH, M. L., Philadelphia, Pa. Mem. City Parks Assn.; Reg. Planning Assn.
- \$PARTRIDGE, EDWARD L., New York City. Physician, Cons. Physician New York Hosp. Pres. N. Y. Nursery & Children's Hosp.; Washington Square Home for Friendless Girls; Washington Square Assn. Pioneer in movement for Highlands of Hudson River Reservn.; Commr. Palisades Inter-state Park; Trustee Am. Scenic & Hist. Preservn. Soc. Mem. Med. & Surg. Soc.; Med. Soc. St. of N. Y.
- PATTANGALL, MRS. GERTRUDE MANNING (MRS. WILLIAM R.), Augusta, Me. Pres. West Side Welfare Assn.; Dir. St. Publicity Bur.; Chmn. Kennebec Co. Roadside Beautification Com. Mem. Exec. Bd., Augusta Chapt. A. R. C.; Com. on Billbd. Restriction, St. Fed. of Women's Clubs; Legislative Com., Current Events Club; Roadside Com., Kennebec Valley Garden Club; Maine Mem. Roadside Beautification Com. of New England Council.
- PATTERSON, MRS. WILLIAM A., Red Bank, N. J. Interested in community improvement,

- PAUL, J. RODMAN, Philadelphia, Pa. Lawyer. Dir. Pa. Forestry Assn.; V.P. Fairmount Park Art Assn. A founder and past Pres. City Parks Assn. Participated actively in movements for development of small parks of Philadelphia and beautification of Fairmount Park.
- †PAYNE, JOHN BARTON, Chicago, Ill., and Washington, D. C. Lawyer. Chmn. A. R. C.; Gen. Counsel Shipping Bd., 1917-18; U. S. R. R. Administration, 1917-19; Chmn. U. S. Shipping Bd., 1919-20; Sec. of Interior, 1920-21; past Pres. Bd. South Park Commrs., Chicago; Chicago Law Inst.; past Chmn. Nat. Conf. St. Parks; V.P. A. C. A. Mem. Am., Ill., & Chicago Bar Assns. Actively interested in city, State, and National Parks.
- *PAYSON, GEORGE, Chicago, Ill.
- †PEABODY, GEORGE FOSTER, New York City. Ret. Banker. Trustee Am. Church Inst. for Negroes, Hampton Normal & Agrl. Inst.; Penn Normal & Indust. Sch., U. of Ga.; Skidmore Coll.; Lake Placid Ednl. Found. Mem. Nat. Inst. Arts & Sci. Interested in community improvement.
- PEALE, ELIZABETH H., Lock Haven, Pa.
- PEALE, REMBRANDT, New York City. Coal Operator. Pres. Peale, Peacock & Kerr. Apptd. adviser U. S. Fuel Administration, 1917; U. S. Bituminous Coal Commn., 1919. Mem. Com. Nat. Civic Fed.
- PEARSE, LANGDON, Winnetka, Ill. Sanit. Engr., Sanit. Dist., Chicago since 1909. Mem. A. S. C. E.; A. I. C. E.; Western Soc. of Engrs.; Am. Pub. Health Assn.; Inst. of Mun. & Co. Engrs.; Inst. of C. E.; City Club of Chicago. Interested in sanitation, water-supply, and sewage-disposal.
- §PEASLEE, HORACE W., Washington, D. C. Architect, Park Consultant. Formerly Archt. of Pub. Bldgs. & Grounds; Chmn. Com. on Nat. Cap., A. I. A.; Com. on Architecture, Washington Com. of 100; Sec. Allied Archts. Organized Archts. Advisory Council, Washington, D. C.; 2d V.P. A. I. A. Mem. Dupont Circle Citizens' Assn.; A. I. A. Com. on City & Reg. Planning. Rendered important service in civic and architectural advance for Federal City, and aided in promotion of Nat. Cap. Park & Planning Commn.
- PEDRICK, WILLIAM J., New York City. Exec. V.P. Fifth Ave. Assn.; Dir. First Ave. Assn.; Sec. East River 35th St. Tunnel Com.; Pre. Madison Ave. Assn.; Midtown C. of C.; V.P. Vanderbilt Ave. Assn. Mem. Zoning Com. of N. Y. C.; Exec. Com., Save N. Y. Com.; Exec. Com., Com. of 20 on Street & Outdoor Cleanliness; Mayor's Com. on Sites for Additional Airports in N. Y. C.; Sub-Com. on Sources of Revenue; Mayor's Com. on Taxation.
- PEIRCE, MRS. WALTER P., Providence, R. I. V-Chmn. R. I. Council for Protection of Roadside Beauty. Mem. Civic Impr. & Park Assn.; St. Fed. of Women's Clubs; Repub. Women's Club; R. I. Women's Club; Appalachian Mtn. Club. As Chmn. Fine Arts Com., St. Fed. of Women's Clubs, active in arousing public opinion against billboards.
- PENNOYER, N. A., Kenosha, Wis. Physician. Founder and head Pennoyer Sanitarium. Interested in community improvement.
- PEPLER, GEORGE L., F. S. I., P. P. T. P. I., Hon. Mem. Inst. M. & Cy. E., F. R. San. Inst., London, Eng. Mem. Council of Garden Cities & Town Planning Assn.; Exec. Com., Internat. Fed. Housing & Town Planning; Council for Preservn. of Rural Eng.; Council Nat. Playing Fields Assn.
- PEPPER, GEORGE WHARTON, F. A. A. S., Philadelphia, Pa. Lawyer. Ex-Congressman. Trustee U. of Pa.; Chmn. Exec. Com., Nat. Cathedral Found. Mem. Am. Philos. Soc.
- PERKINS, ARTHUR, Hartford, Conn. Ret. Lawyer. Chmn. Bd. Appalachian Trail Conf. Active in support of Appalachian Trail now in progress of development.
- PERKINS, CLEVELAND, Washington, D. C. Author of articles on international affairs and interested in development of Federal City.
- §PERKINS, DWIGHT H., F. A. I. A., Evanston, Ill. Architect. Mem. Chicago Chapt. A. I. A.
- PERKINS, ELLEN G., Athens, Pa.
- PERRY, ARTHUR F., Jacksonville, Fla. Banker. Mem. C. of C.; St. C. of C.; V-Chmn. Bd. Barnett Nat. Bank. Mem. Bd. of Bond Trustees, City of Jacksonville; past Mem. City Council.
- *PETER, C. ROBERT, Louisville, Ky.
- *PETER, WALTER G., Washington, D. C. Architect. Mem. A. I. A.; Soc. of the Cincinnati.
- PETERSON, ELMER T., Des Moines, Ia. Editor *Better Homes and Gardens*. Mem. Rotary Club. Interested in abolishing waste places, landscaping of vacant areas and city approaches, to counteract destruction of natural scenic beauty of earlier years. Initiated Jr. Garden Clubs as auxiliaries in general movement to conquer new frontier of civilized ugliness.
- PETERSON, FREDERICK, New York City. Physician. Former Pres. St. Commn. on Lunacy; N. Y. Neurol. Soc. Author of important treatises on mental diseases and oriental poetry. Interested in civic improvement.
- †PETERSON, WILLIAM A., Chicago, Ill. Mem. Plan Commn.; Plan Com. of Forest Preserve Commn., Cook Co., Ill.
- PETTIBONE, W. B., Hannibal, Mo.
- PETTIT, WILLIAM S., Far Rockaway, N. Y.
- *PEW, JOHN B., Kansas City, Mo.
- †PFAFF, WILLIAM, New Orleans, La. Printer. Dir. (past Pres.) New Orleans

- Assn. of Commerce; Chmn. St. Bd. of Charities & Corrections; Pres. Bd. of Prisons & Asylums, City of New Orleans. Mem. United Typothetae of Am.; Union Homestead Assn.; Bd. Dirs. U. S. C. of C.; Adv. Bd., St. Highway Commn.
- PHILIPS, MRS. EDWARD J.**, Kenilworth, Ill. Pres. Garden Club. Active in promotion of home gardens and horticulture.
- ***PHILIP, JOHN W.**, Dallas, Tex. Chmn. local Fed. City Com. A. C. A.
- PHILIPP, RICHARD**, Milwaukee, Wis. Architect. Interested in architectural advance and community improvement.
- PHILLIPS, MRS. HOWARD C.**, Winnetka, Ill.
- §**PHILLIPS, T. GLENN**, Detroit, Mich. Landscape Architect, City Planner. Dir. Mich. Housing Assn.; Chmn. local Fed. City Com. A. C. A. Mem. Nat. Conf. on City Planning; Am. Inst. City Planning; A. S. L. A. Participated actively in movement to enlarge Regional Plan of Detroit. Interested in city planning in all its phases. City Plan Consultant for many towns in Mich.
- †**PHIPPS, LAWRENCE C.**, Denver, Colo. U. S. Senator. Past V.P. & Treas. Carnegie Steel Co. Founded Agnes Memorial Sanatorium for treatment of tuberculosis.
- PICKMAN, DUDLEY L.**, Boston, Mass.
- ***PIERCE, ROBERT**, Topeka, Kans.
- ***PIERCE, MRS. WALTER M.**, La Grande, Ore.
- PINCHOT, GIFFORD, F. A. A. S.**, Milford, Pa. Governor of Pa.; past Chief U. S. Forest Serv.; Prof. Forestry, Yale U.; past Pres. Nat. Conservn. Assn. Mem. Soc. Am. Foresters; Am. Forestry Assn.; Royal Eng. Arboricult. Soc.; Am. Mus. Nat. Hist.; Washington Acad. Sci.; Am. Acad. Polit. & Social Sci. Rendered distinguished service in the cause of conservation and science.
- ***PLACEK, JAMES W.**, Berkeley, Cal.
- †**PLANKINTON, WILLIAM WOODS**, Milwaukee, Wis.
- PLATT, CHARLES A.**, F. A. I. A., New York City. Architect. Pres. Am. Acad., Rome, Italy; Trustee Chaloner Prize Found. Mem. Am. Acad. Arts & Letters. Awarded Webb Prize, Soc. of Am. Artists, 1894. Interested in architectural advance and National Parks.
- §**POLK, FRANK L.**, New York City. Lawyer. Trustee N. Y. Pub. Libr.; Cathedral of St. John, the Divine; past Pres. Civ. Serv. Commn.; former Counselor U. S. St. Dept.; former Under-Sec. of St.; head of U. S. Del. to Peace Conf., Paris, 1919; V.P. Nat. Mun. League; Dir. Park Assn.; Reg. Plan Assn., Inc. Mem. N. Y. C. Bar Assn. Apptd. U. S. Commr. Philip. to negotiate peace, 1919. Interested in international affairs.
- POLK, WILLIAM T.**, Warrenton, N. C. Lawyer. Mem. N. C. Social Serv. Conf.
- POLLARD, W. L.**, Los Angeles, Cal. Attorney. Dir. Realty Bd.; Dir.-at-Large Cal. Real Estate Assn.; Chmn. St. City Planning Com.; Special Zoning Com., C. of C.; All Parties Reapportionment Com. of Cal.; Pres. Rainbow Park Impr. Assn. Mem. Am. Acad. Polit. & Social Sci.; City Planning Assn.; Assn. of City Planners, L. A. Co.; Am., Cal., & L. A. Bar Assns.; Boulder Dam Conservn. Com. of Cal. Editor issue of: "The Annals of the American Academy of Political and Social Science" on Zoning (May, 1931). Active in effecting reapportionment of State regulations for California.
- ***POLLOCK, ADELAIDE**, Seattle, Wash.
- ***POMEROY, HUGH R.**, Los Angeles, Cal. Pres. & organizer Assn. of City Planners, L. A. Co.; City Planning Assn.; Exec.-Sec. Citizens Com. on Parks, Playgrounds, & Beaches, L. A. Co.; Pres. Hollydale C. of C.; Dir. Cal. Conf. on City Planning. Mem. & past Pres. City Club; First Pres. City & Reg. Planning Sect., League of Cal. Municipalities. Mem. (and organizer) City & Co. Engrs. Assn.; C. of C.; Southgate C. of C.; Southgate City Planning Commn. Participated in Metrop. Park Program for L. A. Co., in Cal. St. Park Program, developed Reg. Highway and Civic Center Plan for city and county. Author of 1923 Cal. Legislation of County Sanitation District Act.
- †§**POND, IRVING K.**, Arch. D., F. A. I. A., Chicago, Ill. Architect. Founder & Hon. Mem. Archtl. Club; San Francisco, Los Angeles, & South Bend Archtl. Clubs; Inst. of German Archts. Mem. (past Pres.) A. I. A.; Nat. Inst. Arts & Letters; Soc. Midland Authors; Chicago Literary Club. Contributor to technical journals. Actively interested in measures for civic betterment and advancement of fine arts. Drew first known published sketch of a many-storied "set back" building, 1898, and has designed in that fashion since 1906.
- PONTEFRACT, MRS. ELIZABETH W.** (MRS. JAMES G.), Shield, Pa. Mem. Civic Club, Allegheny Co.; Allegheny Co. Garden Club. Especially interested in park development and roadside improvement.
- §**POOLE, JOHN**, Washington, D. C. Banker. Pres. Fed. Am. Nat. Bank & Trust Co.; past Pres. Rotary Internat.; local Chapt., Am. Inst. of Banking; Pres. Community Chest. Mem. D. C. Bankers' Assn.; Bd. of T.
- §**PORTER, MISS E.**, San José, Cal. V.P. Outdoor Art League. Interested in community improvement, tree-planting, State and National Parks, and Federal City.
- ***PORTER, FREDERIC H.**, Cheyenne, Wyo. Mem. House of Representatives, St. Legislature; C. of C.; Lions Club;

- Frontier Days Com. Actively interested in proposed zoning law and park development.
- *PORTER, F. F., Oakland, Cal.
Post, GEORGE B., New York City. Architect.
- POWERS, THOMAS H., Colorado Springs, Colo.
- †PRATT, GEORGE D., New York City. Pres. Am. Forestry Assn.; V.P. Am. Fed. Arts; Treas. Am. Assn. Museums. Mem. Nat. Conf. on St. Parks. Participated, while Conservn. Commr. of N. Y. St., in development of Saratoga Springs as health resort. Rendered distinguished service in conservation.
- §PRATT, MRS. JOHN T., New York City, and Washington, D. C. Mem. U. S. House of Representatives. Interested in community improvement and Federal City.
- PRENTICE, MRS. WILLIAM K., Princeton, N. J. Mem. Billbd. Com., Garden Club of Am.; past Chmn. Conservn. Com., Princeton Garden Club. Mem. Adv. Council, N. Y. Bot. Garden.
- PRESCOTT, MARY R., Saranac Lake, N. Y. Chmn. Park Com. Village Impr. Soc.; Sec. & Treas. Reception Hosp. Mem. Bd. Gen. Hosp.
- †PRICE, ELI KIRK, Philadelphia, Pa. Pres. Pa. Mus. of Art; City Parks Assn.; V.P. Fairmount Park Commn.; V.P. Fairmount Park Art Assn.; Trustee U. of Pa.; Mgr. U. Mus. of Archaeol.; Treas. Am. Philos. Soc. Recipient 1929 Bok Award.
- PRICE, FRED SOMERS, Wilmington, Del. Mem. C. of C. Participated actively in movements for city planning of Wilmington and the Metropolitan District. Interested in improvement of residential subdivisions.
- †PRICKETT, W. S., Sidnaw, Mich.
- †PRINCE, MRS. BENJAMIN, New York City.
- PROSKAUER, MRS. JOSEPH M., New York City. Actively interested in public welfare and community advance.
- PROSSER, MRS. WILLIAM A., Tiverton, R. I. Prominent in promotion of regional planning for Rhode Island.
- PRUYN, ROBERT C., Albany, N. Y. Banker. Pres. & Chmn. Bd. Nat. Commercial Bank & Tr. Co.; Dir. Albany Hosp.; Church Pensions Fund.
- PRUYN, MRS. ROBERT C., Albany, N. Y.
- †§PURDY, LAWSON, New York, N. Y. Lawyer. Pres. Tax Reform Assn.; V.P. City Club; past Pres. Nat. Conf. on City Planning; Nat. Mun. League; Treas. Russell Sage Found.; past V.-Chmn. Commn. on Building Heights & Restrictions; Commn. that secured passage of Zoning Ordinance for N. Y. C.; Pres. Planning Found. of Am. Mem. Exec. Com. Nat. Mun. League; Com. on Reg. Plan of N. Y. & Its Environs; Bd. Reg. Plan Assn.; Commn. to Examine and Revise Tenement House Law. Participated actively in movement to amend New York City Charter in relation to assessment of real estate and improvement of assessment methods.
- PYKE, BERNICE S., Lakewood, O. Mem. League of Women Voters; Bd. of Edn.; Cuyahoga Co. Bd. of Elections; Nat. Dem. Com. Women for City Govt.; Cleveland Citizens' League; City Club. Active in movements to regain City Manager form of government, proportional representation, and prosecution of vote frauds.
- QUIER, MRS. EDWIN A., Reading, Pa. Interested in community improvement and National Parks.
- *RADCLIFFE, WILLIAM L., Washington, D. C. Pres. Radcliffe Chautauqua System. Mem. Bd. of T.; Internat. Lyceum & Chautauqua Assn.; U. S. C. of C.; Nat. Press Club.
- *RAMSAY, ERSKINE, Birmingham, Ala. Pres. Bd. of Edn.; Dir. C. of C.; Children's Hosp.; A. R. C.; Community Chest. Keenly interested in city planning and the promotion of civic beauty.
- RAMSPERGER, H. G., Leonia, N. J. Keenly interested in general community and civic advance.
- †RANDOLPH, ANNA, Philadelphia, Pa. Life Mem. City Parks Assn.; Fairmount Park Art Assn.; and mem. of numerous civic organizations in Philadelphia.
- §RATCLIFF, W. H., JR., Berkeley, Cal. Architect. Former City Archt. Mem. Bd. of Dirs. A. R. C.; Bd. of Dirs. Y. M. C. A.; A. I. A.; past Mem. Planning Commn. Builder of many important buildings in Berkeley, Cal.
- †§REA, MRS. HENRY, Pittsburgh, Pa. Chmn. Bd. Oliver Iron & Steel Co. Mem. Pittsburgh Civic Club; Town Planning Commn., Palm Beach; Central Com., A. R. C.; Colony Club, N. Y. C.
- *READE, J. M., F. A. A. S., Athens, Ga. Professor of Botany, U. of Ga. Dir. Biol. Labs. Mech. Soc.; Ecol. Soc. of Am.; Ga. Acad. Sci.; Chmn. local Fed. City Com. A. C. A.
- *REED, MRS. HOWARD S., Phoenix, Ariz. Pres. Phoenix Garden Club; V.P. Nat. Flower & Fruit Guild of Am.
- REES, J. ARLINGTON, Kingston, Pa.
- REGAN, MRS. JOHN W., Providence, R. I. Mem. Civic Impr. & Park Assn. Interested in roadside improvement through elimination of billboards, improved Civic Centers, and National Parks.
- *RENZ, GEORGE A., Kansas City, Kans.
- REYNOLDS, GEORGE M., Chicago, Ill. Banker. Chmn. Exec. Com., Ill. Bank and Trust Co.; Dir. Fed. Res. Bank of Chicago; Pres. Am. Bankers' Assn. Accompanied Nat. Monetary Commn. to Europe, 1908. Pres. Citizens War Bd., 1917-19. Interested in development of Chicago and civic education.
- *RICHARDSON, HUGH, Atlanta, Ga. Capitalist. Engaged in realty and invest-

- ment business. Trustee Princeton U., 1918-24. Mem. Bd. of Dirs., Oglethorpe U.
- ***RICHARDSON, LEON J.**, Berkeley, Cal. University Professor, Author. Mem. Faculty, Dir. Extension Div. U. of Cal.; former Dean of Summer Sch.; past Pres. Nat. U. Extension Assn. Delegate to World Adult Assn. Conf., Cambridge, Eng., 1929.
- ***RICKER, GEORGE A.**, Washington, D. C. Mem. Pub. Utilities Com., Kalorama Citizens Assn.; Pub. Affairs Com., Washington Soc. Engrs.; Coördinating Com. of Dist. While resident of Buffalo, Sec. Council Good Govt. Clubs; Pres. City Civ. Serv. Commn. Mem. Bd. of Trustees, Charity Org. Soc.
- RIGGS, MRS. EDWIN H.**, Winter Park, Fla. Past Pres. St. Fed. of Garden Clubs.
- RIKE, FREDERICK H.**, Dayton, O. Merchant. Dir. Community Chest; Pres. Assn. for Dayton; past Pres. "Greater Dayton" Assn. (C. of C.). Mem. Charter Commn., through which Manager Charter for Dayton was adopted.
- ***ROACH, CHARLES L.**, Los Angeles, Cal.
- ***ROBERTSON, HARRISON**, Louisville, Ky. Journalist. Editor-in-Chief *Courier-Journal*. Mem. local Fed. City Com. A. C. A.
- §**ROBINSON, MRS. DOUGLAS**, New York City. Founder & Sec. N. Y. C. Com. for Fatherless Children of France. Served as mem. of Pres. Coolidge's Adv. Com. of Exec. Com. of Rep. Nat. Com. Dir. Nat. Com. on Prevention of Blindness. Appointed by President Hoover to his Special Sponsoring Com. to raise \$10,000,000 for A. R. C. Mem. Council, Poetry Soc. of Am. For 30 years Bd. Mem. Supervisors of the N. Y. Orthopaedic Hosp. Founder Colony Club and Art Club. Dir. Roosevelt House, conducting civic educational work through its Roosevelt Clubs in public schools. Founder Jordanville Red Cross Chapter, and donor, with late husband, of Jordanville Free Library and community house.
- ROBINSON, MRS. THEODORE DOUGLAS**, New York City, and Washington, D. C.
- †**ROBINSON, W. H.**, Pittsburgh, Pa. V.P. H. J. Heinz Co. Rendered distinguished service to city planning for Pittsburgh through active service on Citizens Com. on City Plan.
- ROCKWOOD, CHELSEA J.**, Minneapolis, Minn. Lawyer. Pres. Taxpayers Assn.
- ***ROGAN, NAT.**, San Diego, Cal. Interested in city planning.
- ***ROGERS, R. R.**, Spokane, Wash.
- ROLFE, MARY A.**, Champaign, Ill. Writer. Mem. Ill. Art Exten. Com. Author "Our National Parks" book for children, and writer on architectural subjects.
- ***ROLLINS, MR. AND MRS.**, Des Moines, Ia.
- ‡**ROOSEVELT, MRS. FRANKLIN D.**, Albany, N. Y. Mem. Woman's City Club, N. Y. C.; Woman's City & County Club, Poughkeepsie; City Club, Albany; St. League of Women Voters.
- §**ROOSEVELT, MRS. W. EMLEN**, New York City. Interested in National Parks.
- ***ROSE, DAVID B. G.**, Louisville, Ky. Mem. Louisville Found.; Bd. of T. Interested in the improvement of inland waterways and terminals.
- ROSE, MRS. D. Y.**, Providence, R. I. Mem. Civic Impr. & Park Assn.
- ‡**ROSE, G. B.**, Little Rock, Ark. Lawyer. Mem. Rose, Hemingway, Cantrell & Loughborough. Mem. Am. Bar Assn.; Internat. Law Assn.; Am. Inst. of Law; Commn. on Uniform St. Laws; Judicature Soc.; past Pres. Ark. & Little Rock Bar Assn. Interested in community improvement and renaissance art.
- ***ROSE, HENRY M.**, Washington, D. C. Asst. Sec. U. S. Senate.
- ROSENTHAL, BENJAMIN J.**, Chicago, Ill. Merchant. Mem. City Club; Legist. Voters League; Civic Fed.; Safety Commn.; Mun. Voters; Benjamin J. Rosenthal Charities, Inc.; past Mem. Bd. of Edn.
- ROSENWALD, JULIUS**, Chicago, Ill. Merchant, Philanthropist. Chmn. Bd. Sears, Roebuck & Co.; Chmn. Chicago Bur. of Pub. Efficiency; Trustee Rockefeller Found.; Art Inst.; Tuskegee Inst.; U. of Chicago; Hull House; Exec. Com., Chicago Plan Commn. Contributed large sums toward cost of Y. M. C. A. and Y. W. C. A. buildings in Chicago, construction of Negro rural public schools, and for a Museum of Science & Industry in Chicago. In 1917 established Julius Rosenwald Fund with chartered purpose, "the well-being of mankind."
- ROSS, FREDERICK R.**, Denver, Colo. Realtor. Pres. Denver Real Estate Exchange; Libr. Commn.; V.P. Bd. of Water Commrs.; Charter Mem. (Chmn. North Denver Park Dist. Com.) Planning Commn.; past Dir. C. of C.; Art Museum; former Chmn. of Com. which conducted campaign for Rocky Mtn. Nat. Park. Mem. Mtn. Parks Commn.
- ROSS, HELEN**, Kingston, Pa. Interested in National Parks.
- ROSS, MARY L.**, Kingston, Pa. Pres. West Side Settlement Assn. Mem. Wyoming Valley Hist. & Geolog. Soc.; Wyoming Valley Commemorative Assn.
- §**ROWELL, CHESTER H.**, Berkeley, Cal. Educator. Pres. Cal. League of Nations Non-partisan Assn.; past Ed. & Pub. *Fresno Republican*. Mem. faculty U. of Cal.; lecturer on political science, educational, civic and political subjects. Organizer and past Pres. Lincoln-Roosevelt Rep. League. Interested in community improvement.
- ***ROWLAND, J. H.**, Los Angeles, Cal.

- *ROWLAND, MRS. WILLIAM O., Philadelphia, Pa.
- *RUDOLPH, CUNO H., Washington, D. C. Banker. Past Pres. Bd. of D. C. Commrs.; Bd. of T.; Assoc. Charities, 1910-29; Pres. Children's Hosp. Mem. C. of C.; Anthropol. Soc.; Social Hygiene Soc.; Tuberculosis Soc.; Am. Acad. Polit. & Social Sci.; Sulgrave Inst.; Nat. Highways Assn.; Nat. Conf. on Social Work; Columbia Hist. Soc.; Trustee Community Drama Guild; past Chmn. George Washington Bicentennial Commn. Opened first Public Playground (1901) and inaugurated first community Christmas celebration.
- RUMBOLD, CHARLOTTE, Cleveland, O. Asst. Sec. C. of C.; Sec. Com. on City Plan & Com. on Coöperative Metropol. Govt.; V.P. St. Conf. on City Planning; Chmn. local Fed. City Com. A. C. A. Mem. City Plan Commn.; Woman's City Club.
- *RUMSEY, MRS. CHARLES C., New York City.
- *RUSSELL, E. J., F. A. I. A., St. Louis, Mo. Architect. Mem. Mauran, Russell & Crowell; House of Delegates (1909-11); Nat. Conf. on City Planning; Chmn. City Plan Commn.; V.P. A. I. A. Interested in city planning and architectural advance.
- *RUSSELL, HERBERT L., Detroit, Mich.
- RUSSELL, JAMES S., Milton, Mass. Farmer. Mem. Planning Bd. Interested in community improvement.
- RUST, H. L., JR., Washington, D. C. Treas. H. L. Rust Co. Interested in real-estate development and Federal City.
- RUST, MRS. H. L., Washington, D. C. A leader in the movement for the restoration of Wakefield, birthplace of George Washington.
- *SADOWSKI, R. J., Detroit, Mich. Physician.
- *ST. GEORGE, GEORGE, Tuxedo Park, N. Y. Interested in civic improvement.
- *ST. GEORGE, MRS. GEORGE, Tuxedo Park, N. Y. Interested in civic improvement.
- SALTONSTALL, MRS. R. M., Chestnut Hill, Mass. Mem. Nat. Civic Fed. (Chestnut Hill Br.); Bd. of Trustees of Pub. Reservoirs.
- SANDERS, JOSEPH, Washington, D. C. Engineer, Financier. V.P. & Dir. Bank of Commerce & Savings. Mem. Columbia Hist. Assn.; Forest Hills Citizens' Assns. (Chmn. Com. on Taxation & Zoning); Council, Boy Scouts, D. C.; Com. on City Planning, Fed. of Citizens' Assns.
- *SANGER, PRENTICE, New York City.
- SARGENT, WINTHROP, Haverford, Pa.
- SAUNDERS, BERTRAM H., Paterson, N. J. V.P. Reg. Plan Assn., N. Y. C.; Chmn. North Jersey Transit Commn.; Paterson Planning Bd.; Commr. N. J. Reg. Planning Commn.
- *SAUNDERS, CHARLES W., Seattle, Wash.
- SAUNDERS, MRS. H. T., Cincinnati, O. Dir. Woman's City Club. Mem. League of Women Voters; United City & Reg. Planning Com.; Woman's Div., City Charter Com.; Consumers' League. Special interest: city planning.
- *SAWYER, RALPH E., Des Moines, Ia.
- SAWYER, ROBERT W., Bend, Ore. Newspaperman. Ed. *The Bend Bulletin*; Dir. Ore. Hist. Soc. Mem. St. Highway Commn.; C. of C. (past Pres.). Keenly interested in highway and park development and roadside beautification.
- *SCARRITT, W. C., Kansas City, Mo.
- SCATTERGOOD, MRS. THOMAS, Philadelphia, Pa. Interested in State Parks and roadside improvement.
- *SCHACK, J. H., Seattle, Wash.
- SCHARFF, MAURICE R., Pittsburgh, Pa. Consulting Engineer. Pres. Civic Club of Allegheny Co.
- *SCHILLING, EDWARD A., Detroit, Mich. Mem. local Chapt. A. I. A.; City Planning Commn.; Chmn. of Com. on Pub. Bldg. & Monuments. Special interest: city zoning in connection with Michigan Society of Architects.
- SCHMECKEBIER, LAURENCE FREDERICK, Washington, D. C. Economist. Mem. Inst. of Govt. Res.; Am. Assn. Polit. Sci.; Am. Econ. Assn.; Potomac Appalachian Trail Club; Appalachian Trail Club. Author of "Statistical Work of National Government," "The District of Columbia, Its Government and Administration," and numerous other works dealing with Government activities.
- *SCHMIDT, LORENTZ, Wichita, Kans. Architect. Mem. C. of C.; Rotary Club; original City Planning Commn.
- SCHMIDT, R., Essen, Germany. Engineer. Dir. Siedlungsverband, Ruhrkohlenbezirk. Pres. Freie Deutsche Akademie des Staedtebaus. V.P. & Hon. Treas. Internat. Fed. Housing & Town Planning. Honorary member numerous German societies and commissions connected with better housing and city planning. Rendering important service in international relations with foreign city-planning organizations.
- †SCHOELLKOPF, PAUL A., Niagara Falls, N. Y. Pres. Niagara Falls Power Co. Chmn. Niagara Frontier Bridge Commn.; Trustee Niagara Falls Mem. Hosp.; Y. W. C. A.; Commr. St. Reservoir of Niagara. Mem. U. S. C. of C.; Niagara Falls C. of C. Actively interested in conservation.
- SCHOENBERG, ALBERT, Kansas City, Mo.
- VON SCHRADER, OTTO U., Washington, D. C.
- SCHWARTZ, CORNELIA B., Lakewood, N. J.
- SCOTT, MRS. ARTHUR HOYT, Media, Pa. Sponsor of the Arthur H. Scott Found. of Hort. at Swarthmore Coll.
- SCRUGGS, MRS. GROSS R., Dallas, Tex. Organizer & Pres. St. Fed. of Garden Clubs. Mem. Beautification Com. of Dallas; Ten-year Plan Com., C. of C.

- SCULLY, ARTHUR M., Pittsburgh, Pa. Attorney. Pres. Allegheny Co. Bar Assn.; V.P. Civic Club of Allegheny Co.
- SEARS, ANNIE L., Boston, Mass. Mem. Mass. Civic League; Women's Mun. League; Good Govt. Assn.; Pub. Sch. Assn. Dir. Vacation Sch., Waltham, Mass. Actively engaged in civic education, stressing the importance of beauty in city planning.
- SEARS, THOMAS W., Philadelphia, Pa.
- SEASONGOOD, MURRAY, Cincinnati, O. Lawyer, Mayor, and Mem. City Council. Chmn. City Planning Commn., 1926-30; Travelers Aid Com.; Pres. Leg. Aid Soc., Crafters Co.; Trustee Mus. Assn. (Art Museum); Working & Newsboys' Home; V.P. & Counsel Smoke Abatement League. Mem. Bd. of Trustees, Community Serv.; Council, Nat. Civ. Serv. Ref. League; Nat. Adv. Council Prop. Representation League; Ohio Commn. for the Blind; Cincinnati Assn.
- SEELER, MRS. EDGAR V., Philadelphia, Pa.
- *SEFTON, J. W., San Diego, Cal.
- SEIBERLING, FRANK A., Akron, O. Manufacturer. Pres. Goodyear Tire & Rubber Co., 1898-1920; Seiberling Rubber Co. Dir. St. Bank & Trust Co. Mem. Bd. of Park Commrs. Rendered important service in civic development and promotion of parks and recreation.
- SEKIGUCHI, EITARO, Kioto, Japan. Mem. Faculty, Dept. of Agr., Imperial U., Kioto. Asst. Prof. Landscape Architecture & City Planning. Actively interested in introducing city and regional planning in Japan.
- SELIGMAN, MRS. HENRY, New York City. Pres. Mt. Sinai Training Sch. for Nurses. Mem. Bd., Stuyvesant Street Tech. Sch.; Bd., Ethical Sch.; Bd. Pub. Edn. Assn. Actively interested in public welfare work, and owner and organizer of Girls' Home for First Offenders in Night Court.
- SELLERS, HORACE WELLS, F. A. I. A., F. R. S. A., Philadelphia, Pa. Architect. Past Pres. (Chmn. Com. on Preservn. of Hist. Monuments) A. I. A. Mem. Main Line Citizens' Assn.; Township Planning Com. for Lower Merion Township; Reg. Planning & Zoning Coms.; Bd. in Housing Project; Franklin Inst.; Hist. Soc. of Pa.; Pa. Acad. Fine Arts; Phila. Art Alliance; Church Bldg. Commn. Diocese of Pa.; Com. to Assist Valley Forge Park Impr.; Com. to Draft Township Bldg. Law. Rendered important service in restoration of landmarks.
- SERVER, MRS. E. H., Dallas, Tex. Chmn. Civic Art Com., City Plan Commn. Mem. Oak Cliff Soc. of Fine Arts. At present actively interested in city-wide tree-planting campaign.
- *SESSIONS, C. H., Topeka, Kans. Newspaper Editor. Sec. of State, 1911-15. Mng. Ed. *Capital*; Dir. St. Savs. & Loan Assn.; Chmn. Citizens' Ednl. Council of Kans. Mem. St. Utilities Commn.
- *SETTLE, MRS. ANNA HUBBUCH, Louisville, Ky. Pres. Ky. League of Women Voters; V.P. (past Pres.) Women's City Club. Mem. Mayor's Citizens' Com. of 100 for Plan for Louisville; Mayor's Com. for Investigation of Magistrates' Courts; local Fed. City Com. A. C. A. Interested in city planning and better municipal government.
- SEXTON, ROY LYMAN, Washington, D. C. Physician. Mem. Appalachian Mtn. Club; Potomac Appalachian Trail Club; Bd. of T. Has given much time and study to improving living conditions among mountain people of Shenandoah Valley and Great Smoky Mountains.
- SEYMOUR, MRS. ROBERT MORRIS, Miami, Fla. Pres. Dixie Highway "Road of Remembrance" Assn.; Res. Garden Club; Chmn. Fla. Fed. of Garden Clubs; Miami Garden Club (Res. & Tree Planting Com.); Sec. Solari Indian Craftsmen, N. C.; Hon. Mem. Shenandoah Garden Club. As St. Chmn. of Fla. Fed. of Women's Clubs drew up and presented outline for a State Plan for Fla. (Nat. Conf. on City Planning), and organizer and director of many movements for civic improvement.
- SHANKLIN, R. B., Gary, W. Va.
- §SHARP, JAMES, Washington, D. C.
- SHARP, MRS. W. B., Houston, Tex.
- SHARPLES, PHILIP M., West Chester, Pa. Manufacturer. Trustee Swarthmore Coll.; Pres. Chester Co. Forest & Park Assn. & Planning Council; V.P. (Mem. Exec. Com.) Reg. Plan. Fed., Phila. Tri-St. Dist.
- SHARTEL, MRS. JOHN W., Oklahoma City, Okla. Rendered distinguished service in promotion of art while President of Art League.
- SHATTUCK, MRS. C. H., Idaho Falls, Ida. Mem. City Beautification Com., C. of C. A judge in city and county "Yard and Garden" contests. Interested in better landscaping of public and home grounds and parks.
- *SHAVER, CHARLES W., Salina, Kans. Architect. Mem. City Planning Commn.; C. of C. Special interest: parks, parkways, and playground development.
- ††SHAW, ALBERT, F. A. G. S., New York City. Editor, Publicist. Ed. *American Review of Reviews*; Minn. *Tribune*, 1883-90. Pres. *Reviews of Reviews* Corp. Lecturer in many universities and colleges. Awarded John Marshall Prize by Johns Hopkins U., 1895, for books on mun. govt. Pres. Orig. Chapt. (William & Mary Coll.) of Phi Beta Kappa; V.P. A. C. A.; Fellow Am. Statist. Assn. Mem. Am. Antiq. Soc.; Am. Econ. Assn.; Am. Hist. Assn.; Am. Assn. Polit. Sci. Rendered distinguished service in civic education through columns of Minn. *Tribune* and *American Review of Reviews*.

- SHEAFFER, ARTHUR W., Pottsville, Pa. Mining Engineer. Pres. City Planning Commn. and deeply interested in all civic movements for the improvement of Pottsville.
- SHEBLE, MRS. FRANK J., Philadelphia, Pa. Mem. Civic Club; Pa. Mus.; Fairmount Park Art Assn.; U. Mus.; Zool. Soc.
- *SHELDON, CHARLES, Topeka, Kans. Minister. Former Editor-in-Chief *Christian Herald*; N. Y. C. Contributing Ed. *Christian Herald* since 1925. Interested in public welfare.
- †SHEPARD, C. SIDNEY, New Haven, N. Y. Capitalist. Dir. Mobile & Ohio R. R. Co.; Seaboard Air Line Ry. Co. Mem. Metrop. Mus. Art; Am. Mus. Nat. Hist.; Am. Pathol. Soc.; Am. Social Sci. Assn.; Buffalo Fine Arts Acad. Interested in various patriotic, educational, and philanthropic movements.
- §SHERIDAN, LAWRENCE V., Indianapolis, Ind. Mem. Am. City Planning Inst.; A. S. L. A.; A. S. C. E.; Civic Affairs Com., C. of C.; Adv. Com. on Pub. Recr. Interested in city planning and park development.
- SHERMAN, MRS. HENRY J., Moorestown, N. J. Pres. Woman's Club (Chmn. Reg. Planning Com.). Mem. Reg. Planning Fed. of Phila. Tri-St. Dist. (Com. on Parks & Parkways, on Publicity, and Com. to Promote Local Interest in Parks).
- SHERILL, CLARENCE O., Cincinnati, O. V.P. Kroger Co. Former City Engr. of Cincinnati. Chmn. Permanent Com. for Stabilization of Employment; Com. on Mun. Reporting, Am. Mun. Assn.; Govt. Res. Assn.; Internat. City Mgr. Assn.; Nat. Mun. League. Mem. Ohio Planning Inst.; A. S. C. E.; City Mgr. Assn.; U. S. C. of C. As Executive Officer of Lincoln Memorial Bridge prepared plans for bridge and related park improvements. Assisted in plans for park development of Washington and preparation of legislation for National Capital Park and Planning Commission. First Executive Officer, National Capital Park and Planning Commn.
- SHERWIN, BELLE, Washington, D. C. Pres. Nat. League of Women Voters. Epis. Ch. Trustee, Wellesley Coll. Mem. (past Pres.) Women's City Club of Cleveland; Exec. Bd. Internat. Alliance of Women for Suffrage & Equal Citizenship.
- *SHIENTAG, B. F., New York City.
- *SHIRE, H. L., Topeka, Kans.
- SHIRLEY, JOSEPH W., Baltimore, Md. Civil & Consulting Engineer. Trustee Commn. on Govtl. Efficiency & Economy, Inc.; Park Adviser, Mun. Art Soc.; City Planning Adviser, Balto. Assn. of Commerce; past Dir. Nat. Conf. on City Planning; past Chmn. City Plan Com.; City Planning Engr. for Balto. (1900-27).
- *SHORETT, JOHN B., Seattle, Wash.
- SHURCLIFF, ARTHUR A., Boston, Mass. Landscape Architect. Instr. Landscape Architecture Harvard U., 1899-1906. Town Planner U. S. Housing Corp. (World War). Adviser to Boston Metrop. Planning Div., 1907-09; Planning Div. Boston Metrop. Dist. Commn., 1923-27; Boston Park Dept. since 1909; also adviser Metrop. Dist. Commn.; park Commns. of various cities since 1909. Pres. A. S. L. A. Mem. A. I. A.; Am. City Planning Inst.; Boston Soc. C. E.; Art Commn.; Mass. & Boston Art Commn.; V.P. Appalachian Mtn. Club. Participating actively in movements for city planning and park development.
- SHURTLEFF, FLAVEL, New York City. City Planning Executive. An organizer and present Exec. Sec. Nat. Conf. on City Planning; Am. City Planning Inst. Consultant. Reg. Plan of New York and Environs. Author of various articles on city planning.
- SIBLEY, HIRAM W., Rochester, N. Y. Interested in National Parks and community improvement.
- SIDWELL, MRS. T. W., Washington, D. C. Principal (with T. W. Sidwell) of Sidwells' Friends' School. Mem. Bd. of Dirs. & Chmn. Soc. of Edn., 20th Century Club; A. A. U. W.; League of Women Voters. Interested in civic education and development of National Park System.
- SIGLER, MRS. F. C., Indianola, Ia. Pres. Fed. Garden Clubs of Ia.; past Pres. Woman's Club; Garden Club. Mem. Founders' Group, Des Moines Garden Club; Exhibit Com., Des Moines Garden Club; Exec. Bd., St. Hort. Soc., Indianola Park Bd. (one of three).
- SILZER, GEORGE S., Metuchen, N. J., and New York City. Lawyer. Former governor of N. J. Interested in conservation and has rendered distinguished service in the promotion of roadside improvement in New Jersey.
- SIMMONS, JOHN J., Dallas, Tex. Dir. Kessler Plan Assn.; past Pres. City Plan Commn.; Chmn. Bd. of Supervisors, City & Co. of Dallas Levee Impr. Dist.; V.P. Highway Com., C. of C. Mem. Park Bd.; North Dallas Development League; Ten-year Program Pub. Impr. Com., C. of C.
- SIMMONS, Z. G., Greenwich, Conn.
- SIMMONS, MRS. Z. G., Greenwich, Conn.
- SIMON, FRANKLIN, New York City. Merchant. Dir. Fifth Ave. Assn.; Retail Dry Goods Assn.; Arbitration Soc.; Hosp. for Joint Diseases. Interested in public welfare.
- §SIMON, LOUIS A., Washington, D. C. Architect.
- SIMON, ROBERT E., New York City.
- SIMONDS, MARSHALL G., Chicago, Ill. Landscape Designer. Mem. firm of Simonds & West. Past Supt. Parks, & City Forester, Green Bay, Wis. Mem. City Club. Responsible for winning of first prize by Green Bay in Playground

- Beautification Contest conducted by Nat. Recr. Assn. for cities of over 25,000 inhabitants. Rendered important service in development and landscape design of Green Bay park system.
- SIMONDS, O. C.**, Chicago, Ill. Landscape Designer. Mem. firm of Simonds & West. Mem. A. S. L. A.; Western Soc. of Engrs.; Assn. of Am. Cemetery Supts. Author and lecturer on landscaping.
- SIMONDS, ROBERT O.**, York Harbor, Me.
- SIMPSON, JAMES**, Chicago, Ill. Merchant. Chmn. Plan Commn.; River-Straightening Commn. As Chairman Plan Commission actively engaged in promoting work on Outer Drive Bridge and lake-front parks, and river-front and super-highway development. As Chairman Citizens' Traction Settlement Committee actively engaged in the coördinating of local transportation systems and the evolution of the subway project.
- SINKS, FREDERICK N.**, Columbus, O. Lawyer. Dir. Columbus Club; Chmn. local Fed. City Com., A. C. A.; Trustee Female Benevolent Soc.; Hannah Neil Mission. Mem. C. of C.; Active in movement to prevent destruction of street trees along main thoroughfare, constituting one of the finest downtown boulevards. Interested in civic development of Ohio's State Capital.
- SIPPEL, MRS. JOHN F.**, Washington, D. C. Pres. Gen. Fed. of Women's Clubs. Active in public welfare and community service work.
- *SKINNER, C. D.**, Topeka, Kans.
- *SKINNER, D. E.**, Seattle, Wash.
- SLADE, GEORGE T.**, New York City. Retired railway official. Former Mgr. Erie & Wyo. Valley Ry.
- *SMALL, JOHN G.**, 3d, Washington, D. C. Landscape Architect.
- SMITH, CLEMENT C.**, Milwaukee, Wis. Rendered active service for development of playgrounds and water-front improvements.
- *SMITH, DELOS H.**, Washington, D. C. Architect. Mem. A. I. A.
- SMITH, MRS. DUDLEY C.**, Normal, Ill.
- *SMITH, GEORGE OTIS, F. A. A. S.**, Washington, D. C. Geologist. Chmn. Fed. Power Commn.; past Dir. U. S. Geol. Survey; past Pres. Am. Inst. Mining & Metall. Engrs. Mem. Bd. of Trustees, Colby Coll.; U. of Chicago; Nat. Geog. Soc. Mem. Coal Mining Inst. Am.; Mining & Metall. Soc. of Am.; Am. Forestry Assn.; Am. Assn. of Petroleum Geologists; Washington Acad. of Sci.
- *SMITH, LEONARD S.**, Redondo Beach, Cal. City Plan Consultant. Prof. of City Planning, U. of Wis., 1910-28; City Planning Engr., National City, Cal. Mem. Los Angeles City Plan Assn.; past Mem. City Plan Com., Madison, Wis. Participated in city planning and zoning movements.
- *SMITH, O. C.**, Kansas City, Kans.
- SMITH, PETER A.**, South Orange, N. J. Chmn. Village Finance Commn.; Village Street & Highway Commn.; and other local organizations for civic improvement. Mem. C. of C. Interested in public utilities and community improvement.
- SMITH, MRS. WILLIAM WATSON**, Pittsburgh, Pa. V.P. 20th Century Club; Chmn. Children's Div., Assn. for Impr. of the Poor. Mem. Soc. of Pa. Women; Art Soc.; Civic Club of Allegheny Co.; Travelers' Aid Soc.; Women's City Club; Y. W. C. A.; Garden Club of Allegheny Co.; Farm & Garden Assn.; Pa. Soc. of Colonial Dames; Charities Assn.
- SNELL, ARTHUR V.**, Pittsburgh, Pa. Exec. Dir. Allied Bds. of T. of Allegheny Co.; Pres. Commerce & Civics, Pa. Commercial Secs. Assn.; past Pres. Southern Commercial Secs. Assn.; past Gen. Mgr. C. of C., Pittsburgh; former Mgr. Jacksonville, Fla., Charleston, S. C., & Pittsburgh, Pa. Mem. Nat. Econ. League; Civic Club of Allegheny Co.; (past Dir.) Nat. Assn. of Commercial Orgn. Secs.
- SNYDER, JOHN W.**, San Diego, Cal. Helped secure new city charter and rendered important service as member Board of Freeholders which drafted council-manager charter for the city.
- *SPAUD, W. W.**, Washington, D. C. Banker, Broker. Mem. firm of W. B. Hibbs & Co.
- SPALDING, S. M.**, Los Angeles, Cal.
- SPAUDING, MRS. H. W.**, Grinnell, Ia.
- SPEER, MRS. JOSEPH MCK.**, Augusta, Ga. Pres. Garden Club of Ga.
- SPENCER, ELDRIDGE T.**, San Francisco, Cal. Architect.
- *SPRAGUE, A. A.**, Chicago, Ill. Merchant. Dir. Cont. Ill. Bank & Trust Co.; Chicago & Northwestern Ry. Co.; Calumet & Arizona Mining Co. Trustee Field Mus. of Nat. Hist.; John Crerar Libr.; Children's Mem. Hosp.; Rush Med. Coll.; Shedd Aquarium; Rosenwald Industrial Mus.; Otho S. A. Sprague Mem. Inst.
- STAMEN, MORRIS E.**, Washington, D. C. Lawyer, Lecturer. Interested in civic improvement and development of Federal City.
- *STARK, C. W.**, Washington, D. C.
- *STEILBERG, WALTER B.**, Berkeley, Cal.
- STEINHART, JOHN W.**, Nebraska City, Nebr. Chmn. Nebr. City Planning Commn.; Trustee Mem. Bldg. Assn. Mem. Arbor Day Mem. Assn.; St. Hist. Assn. Special interest: town, county, and State planning, conservation, and roadside improvement.
- STELLWAGEN, EDWARD J.**, Washington, D. C. Banker. Pres. Union Trust Co. Mem. Bd. of T.
- *STEPHAN, ANTON**, Washington, D. C. Lawyer. Dir. C. of C.; Councilor U. S. C. of C. Mem. Chevy Chase Citizens Assn.; Com. on 200th Anniversary Birth of George Washington. Trustee Com. on Vocat. Edn. Pub. Schs.

- Keenly interested in training of young men and development of the Federal City. General in National Guard; served on Mexican border and in France during World War.
- †STEPHENSON, J. F., Lakewood, N. J. Banker. Pres. Shade Tree Commn.; Dir. N. J. Fed. of Shade Tree Commns. Interested in care and planting of shade trees.
- STETSON, MRS. J. M., Williamsburg, Va. Sec. Garden Club (Parks & Recr. Com.). Mem. Civic League; Sch. Grounds Planting Com.; Advrs. Council, St. Parks & Forests (Va.); Nat. Conf. on St. Parks.
- STEVENS, MRS. FREDERICK W., Grand Rapids, Mich.
- STEVENS, JOHN CALVIN, Portland, Me. Architect. Pres. Soc. of Art; past Chmn. Com. of C. of C. to investigate city governments; past Pres. C. of C.; past Chmn. Commn. on Zoning. Mem. Soc. Preservn. New England Antiquities; Soc. for Protection of N. H. Forests; Am. Fed. Arts; U. S. C. of C.; Pub. Com. Revision Bldg. Code of Portland, 1926. Participated actively on Committee to revise City Charter, which now provides for City Manager and Council of Five. Interested in improved city government and architectural advance.
- *STEVENS, THEODOSIUS, New York City.
- STIFEL, CARL G., St. Louis, Mo. Realtor. Chmn. City Plan Com., Real Estate Exchange; Dir. Engrs. Club. Mem. C. of C.; Bd. of Adjust., Bd. of Equalization, City of St. Louis.
- †§STIMSON, HENRY L., Washington, D. C. Secretary of State. Former Sec. of War; Gov. Gen. Philippine Islands.
- *STIMSON, MRS. HENRY L., Washington, D. C.
- STOKES, ANSON PHELPS, Washington, D. C. Canon of Washington Cathedral. Trustee, Rockefeller Found.; Pres. & Chmn. Ednl. Com., Phelps Stokes Found.; Chmn. Wash. Com. on Race Relations; Exec. Com., Yale in China. Mem. Gen. Ednl. Bd.; Internat. Ednl. Bd.; Wash. Assoc. Charities. Author of numerous works on religion, history, and education.
- STOKES, HAROLD PHELPS, New York City. Newspaperman. Trustee Trudeau (N. Y.) Sanatorium; Dir. Phelps Stokes Corp.
- STOKES, J. G. PHELPS, New York City. Publicist. Pres. Phelps Stokes Corp. During many years Mem. Gov. Bds. of social, ednl., & philanthrop. orgns.; Mem. many city and State coms.; past Chmn. People's Inst.; past V.-Chmn. Mun. Ownership League; for 20 years Chmn. Hartley House. Awarded N. Y. State decorations for "long and faithful service," "conspicuous service," and "service in aid of civil authority." Mem. Soc. Am. Mil. Engrs.; Sulgrave Inst.; New England Soc.; N. Y. Acad. Sci.; Am. Acad. Polit. & Social Sci. (Phila.); Acad. Polit. Sci. (Columbia U.); Metrop. Mus.; Am. Mus. Nat. Hist.; V.P. Roerich Soc. of N. Y.
- †STONE, EDWARD L., Roanoke, Va. Chmn. City Planning Commn.; City Zoning Commn. Actively interested in civic affairs with special reference to city planning and zoning.
- STONE, ROBERT B., Boston, Mass. Lawyer. Pres. Council of Social Agencies; Chmn. Children's Aid Assn. Mem. Exec. Com., Good Govt. Assn. Actively interested in public welfare and civic improvement.
- STORROW, JAMES J., JR., Boston, Mass. Treas. Soc. for Protection of N. H. Forests, which owns Franconia Notch and other forest reservations, and is actively engaged in a campaign for Highway Forest Reservations.
- STORROW, MRS. JAMES J., Boston, Mass. 2d V.P. Women's City Club; Chmn. Mass. Better Homes Com.; Dep. Commr. Mass. Girl Scouts. Mem. World Com. Girl Guides & Girl Scouts. Actively interested in civic improvement, especially better housing.
- †§STOTESBURY, MRS. EDWARD T., Philadelphia, Pa. Actively interested in civic improvement.
- STOWELL, ELLERY C., Washington, D. C. Educator. Prof. Internat. Law, Am. U.; Pres. Better Govt. League. Author of works on international law.
- STRAWBRIDGE, MRS. GEORGE S., Bala, Pa. Active in promotion of civic education and civic improvement.
- *STREET, EDGAR, New York City.
- *STRINGHAM, FRANK D., Berkeley, Cal. Lawyer. Former Mayor. Served twice as Pres. of City Planning Commn. Dir. East Bay Mun. Utility Dist. Mem. Am. City Planning Inst.; Nat. Conf. on St. Parks; Nat. Recr. Assn. Author of technical articles relating to mun. affairs and civic improvement.
- STUART, JAMES L., Pittsburgh, Pa. Pres. Kingsley House Assn., Pittsburgh; Chmn. Bldg. Com. Allegheny Gen. Hosp. Mem. Bd. of Mgrs., Allegheny Co. Indust. Training Sch. for Boys, Warrendale; Sewickley Water Commn. Rendered important service in improvement of pub. highways.
- STUBBEN, HERMANN JOSEPH, Muenster, Westphalia, Germany. Town Planner. One of the leaders of German town planning.
- STURGIS, R. CLIPSTON, Boston, Mass. Architect. Past Pres. A. I. A. Mem. Am. Acad. of Arts & Scis. In conjunction with members of his firm responsible for many important buildings in Boston and vicinity, such as Federal Reserve Bank, Arlington Town Hall, Brookline Library.
- *SULLIVAN, HERBERT, San Diego, Cal. Interested in city planning.
- SULZBERGER, ARTHUR HAYS, New York City. Newspaper Executive. V.P. & Dir. *The New York Times*; Co-Dir. Spruce Falls Power & Paper Co., Ltd., Toronto.

- *SUMNER, CHARLES K., Palo Alto, Cal. Mem. City Plan Commn. Interested in city planning.
- *SURRATT, JOHN E., Dallas, Tex. Sec. Kessler Plan Assn. Mem. Nat. Conf. on City Planning; Southwestern Conf. on Town & City Problems. Has rendered important service in development of City Plan, and in publicity work for the improvement of towns and cities in Southwest.
- *SWOFFORD, MRS. RALPH, Kansas City, Mo. Mem. Legisl. Com. on Woman's City Club; Bd. Mem. Vis. Nurse Assn. Dir. Social Hygiene Soc. and other civic organizations.
- SYMINGTON, MRS. DONALD, Garrison, Md. Pres. Garden Club of Twenty; Chmn. Tree-planting Com.; (working with State Roads Com.).
- TABOR, GRACE, Huntingdon, L. I., N. Y. Landscape Architect. Ed. Garden Dept., *Woman's Home Companion*; Mem. Roadside Com. L. I. C. of C.
- *TAFEL, ARTHUR C., Louisville, Ky.
- TAFT, CHARLES P., 2d., Cincinnati, O. Lawyer. Mem. Bd. City Charter Com.; Treas. Reg. Crime Com.; past Pres. Cincinnati Assn.
- †TAFT, ELIHU BARBER, Burlington, Vt. Mem. Sierra Club.
- †TAF, LORADO, Chicago, Ill. Sculptor. Instructor, Art Inst., 1886-1901. Lecturer on Art, Extension Dept., U. of Chicago, 1892-1902. Prof. Lecturer 1909-. Non-Resident Prof. of Art, U. of Ill. Mem. Am. Acad. Arts & Letters; Nat. Sculpture Soc.; Bd. of Art Advisers of Ill., 1917; Nat. Commn. of Fine Arts, Washington, D. C., 1925-29; Hon. Mem. A. I. A. Creator of many notable works of art, such as the "Fountain of Time," Chicago; "Lincoln," Urbana, Ill. Author of numerous books on sculpture and art. Rendered important service in the advancement of civic art.
- TALCOTT, GEORGE, Hartford, Conn.
- †TAYLOR, ALEXANDER S., Cleveland, O. Realtor. Trustee Soc. for Savings in City of Cleveland; past Pres. Real Estate Bd.; Nat. Assn. of Real Estate Bds. Mem. Ohio Assn. of Real Estate Bds.; C. of C.
- *TAYLOR, HUNTER, Cœur d'Alene, Ida. Lumber Merchant.
- TAYLOR, JAMES P., Rutland, Vt. Exec. Sec. St. C. of C. Actively interested in the securing of zoning ordinances for cities and villages, park development, and roadside improvement.
- TAYLOR, JAMES S., Washington, D. C. Acting Chief Dir. of Bldg. & Housing. Bur. of Standards, Dept. Commerce; Sec. Adv. Com. on City Planning & Zoning, Dept. Commerce; Nat. Conf. on City Planning. Interested in practical and financial aspects of housing.
- TAYLOR, ROLAND L., Philadelphia, Pa.
- §TEALDI, AUBREY, F. A. S. L. A., Ann Arbor, Mich. Landscape Designer. Prof. Landscape Design, U. of Mich.; Trustee Ohio-Mich. Chapt. A. S. L. A. Mem. Nat. Conf. on City Planning; Internat. Fed. Housing & Town Planning.
- *TEALDI, MRS. AUBREY, Ann Arbor, Mich.
- †TEMPLE, EDWARD B., Swarthmore, Pa. Railway Engineer. Chief Engr. Eastern Region Pa. R. R. Co. Mem. Tech. Adv. Com., Reg. Planning Fed., Phila. Tri-St. Dist.; Pa. St. Art Commn.
- *TEMPLE, GRACE LINCOLN, Washington, D. C.
- §THAW, MRS. WILLIAM, JR., Pittsburgh, Pa. V.P. Pub. Charities Assn., Pa. Birth Control League of Allegheny Co.; Am. Rose Soc.; Chmn. Woman's Orgn. for Prohibition Reform (Pittsburgh Br.); Treas. Civic Club, Allegheny Co.; Housing Assn. Mem. Bd. local Chapt. D. A. R.; Family Welfare Soc.; League of Women Voters; Mental Hygiene Soc. Erected and presented to Civic Club of Allegheny Co. first pub. bath-house in Pittsburgh. Initiated Traveling Art Exhibit in pub. schs. Participated in movements for playgrounds, Arbor Day celebrations, evening industrial schs. During World War rendered important service as Chmn. Allegheny Co. Council of Nat. Defense. Interested in Nat. Parks, public welfare.
- †THAYER, JOHN E., Lancaster, Mass.
- THOMAS, ARTHUR A., Providence, R. I. Attorney. Chmn. Ordinance Com., City Council. Actively interested in zoning, Thorfare Plan and Comprehensive City Plan.
- THOMAS, ERNEST K., Providence, R. I. Sec. R. I. Agrl. Conf.; R. I. Hort. Soc.; R. I. Forestry Assn.; Dir. Civic Impr. & Park Assn.; Supt. of Parks. Mem. Agrl. Serv. Com., U. S. C. of C. Actively engaged in numerous beautification projects.
- THORN, MARY, Philadelphia, Pa.
- THORNE, SAMUEL, New York City. Lawyer. Dir. Bank of Am. Nat. Assn.; Pemeta Oil Co.; Nat. Council on Religion in Higher Edn.; Trustee Yale in China; Am. U. in Cairo, Egypt. Mem. Boston Post Road Assn.; N. Y. Civ. Serv. Reform Assn.
- *THORPE, MERLE, Washington, D. C. Editor. Former mem. Editorial Staff *Palo Alto Times*; *Havana Post*; *Seattle Post-Intelligencer*. Editor & publisher, *Nation's Business*, U. S. C. of C. Interested in C. of C. activities and Federal City.
- †THORPE, SAMUEL S., Minneapolis, Minn. V.P. Civic & Commerce Assn.; past Pres. Nat. Assn. of Real Estate Bds. Mem. Minneapolis Real Estate Bd.
- THUM, WILLIAM S., Pasadena, Cal. Formerly Mayor of Pasadena.
- THUN, FERDINAND, Reading, Pa. Manufacturer. Pres. Council of Wyomissing; Wyomissing Found., Inc. Mem. Reading Community Council for Reg.

- Planning. Interested in community improvement, libraries, and National Parks.
- †**THURMAN, ELEANOR MARSHALL**, Washington, D. C. Successively Asst. Sec., Sec., and Assoc. Sec. A. C. A. Past Editor *Civic Comment*.
- ***TIEFENTHALER, LEO**, Milwaukee, Wis. Mem. local Fed. City Com. A. C. A. Sec. City Club.
- TILLINGHAST, CARLTON W.**, Burlington, N. J. Field Sec., Reg. Planning Fed. for Phila. Tri-St. Dist. Mem. Nat. Assn. of Commercial Orgn. Secs.; C. of C.
- TILTON, L. DEMING**, Santa Barbara, Cal. Lecturer on City Planning, U. of S. Cal. Mem. A. S. L. A.; Am. City Planning Inst.; Nat. Housing Assn.; Community Arts Assn.; Nat. Mun. League. As Director of Planning, Santa Barbara Co. Planning Commn., active in promotion of city and county planning and preservation of scenic and recreational assets of California. Co-author of reports and city plans for over 40 cities.
- TITCHE, EDWARD**, Dallas, Tex. Mem. Bd. United Charities; Bd. Kessler Plan Assn.; Bd. Pub. Libr.; Bd. Tex. St. Fair; Exec. Com., A. R. C.; C. of C.
- §**TOMPKINS, CHAS. H.**, Washington, D. C. Constructing Engineer. Dir. Riggs Nat. Bank; Exec. Bd., D. C. Council, Boy Scouts of Am. Mem. A. S. C. E.; Am. Inst. of Banking; U. S. C. of C.; Bd. of T.; Bd. of Mgrs. Y. M. C. A.; Bd. of Dirs. Children's Hosp. Designer and builder of many civic and industrial buildings in Washington.
- †**TORRANCE, MRS. FRANCIS J.**, Sewickley, Pa. Mem. Civic Club, Allegheny Co.; Bd. Woods Run Settlement, Pittsburgh; Nat. Reer. Assn. Rendered important service through the establishment of the Manchester Educational Center and provision for a visiting teacher in Manchester public schools.
- TOWNSEND, SYLVESTER D.**, Wilmington, Del. Banker. Mem. Exec. Com. (representing Del. interests), Reg. Planning Fed., Phila. Tri-St. Dist.
- TRACY, JOHN M.**, Rochester, N. Y. Superintendent of School Buildings and Grounds. Rendered distinguished service in administering school plants.
- ***TRACY, PRATT**, Toledo, O.
- TRANTER, HENRY**, Pittsburgh, Pa. Dir. C. of C.; Pres. South Hills & North Boroughs Highway Assn.; past Pres. West End Bd. of T.; past V.P. Allied Bds. of T. Mem. Nat. Conf. on St. Parks; Pa. St. Parks Assn. Interested in highway improvement and conservation of forests.
- TREMAN, ROBERT HENRY**, Ithaca, N. Y. Banker. V.P. Ithaca Savings Bank; Dir. Ithaca Trust Co.; Chmn. N. Y. St. Finger Lakes Park Commn.; Stewart Park Commn.; Landscape Development Cornell U. Mem. N. Y. St. Council of Parks. Special interest: State park development.
- ***TREMBLY, WILLIAM**, Kansas City, Kans.
- ***TRIMBLE, WILLIAM PITT**, Seattle, Wash.
- TROUT, MRS. GEORGE W.**, South Jacksonville, Fla. Chmn. City Planning Adv. Bd.; V.P. Woman's Club; past Pres. & Hon. Mem. Fed. Circle of Jacksonville Garden Club. Mem. Fine Arts Assn.; Little Theatre; D. A. R.; Hon. Mem. Gen. Fed. of Women's Clubs; Ill. Women's Clubs; Chicago Woman's Club. Helped initiate movement for study of city planning resulting in formation of city-planning Advisory Board, securing of a City-Planner, adoption of City Plan and passage of Zoning Ordinance putting City Plan into practical operation. Awarded Civic Gold Medal by American Legion as "Most public-spirited citizen in Jacksonville for 1928."
- TUBBY, MARY PECKHAM (MRS. JOSIAH T.)**, Westfield, N. J. Pres. St. Fed. of Garden Clubs. Mem. St. Com. for Promotion of Roadside Beauty; St. Com. for Control of Billbds.; past Chmn. of Civics, St. Fed. of Women's Clubs. As former settlement worker, keenly interested in community improvement.
- §**TUCKER, EVAN H.**, Washington, D. C. Ret. Merchant. Pres. (for 37 yrs.) Northeast Washington Citizens' Assn. Mem. Bd. of Dirs., Casualty Hosp.; Citizens' Relief Assn.; Citizens' Joint Com. on Fiscal Relations between U. S. & D. C.; Exec. Com. D. C. Citizens' Reserve Assn.; Council of Social Agencies; Social Hygiene Soc. of D. C.; Citizens' Jt. Com. on Nat. Representation for D. C.; Com. on marking hist. sites in D. C. Rendered important service in securing legislation for important improvements, and through indefatigable service for the National Capital.
- TUDOR, MRS. HENRY D.**, Boston and Cambridge, Mass. Pres. Women's Mun. League of Borton; V.P. Mass. Civic League. Mem. Exec. Com. Mass. Fed. of Women's Clubs; Exec. Com., Mass. Chapt., Nat. Civic Fed.
- ***TUESDALL, HENRY C.**, Toledo, O.
- TURNBULL, ETHEL**, Princeton, N. J. Interested in civic improvement.
- TURNER, ALBERT M.**, Hartford, Conn. Field Sec. Conn. St. Park & Forest Commn. Mem. Nat. Conf. on St. Parks; Am. Inst. Park Execs. Engaged in movement for extension and development of State Park systems.
- ***UPHAM, A. H.**, Oxford, O. University Professor. Pres. Miami U. Past Mem. faculty Agrl. Coll. of Utah; Bryn Mawr Coll. Past Pres. U. of Idaho. Mem. Modern Language Assn. of Am.
- UTTER, GEORGE BENJAMIN**, Westerly, R. I. Publisher and Editor. Dir. C. of C.; Am. Legislators Assn.; Trustee Pub. Libr.; R. I. Boy Scout Fund; Westerly Hosp.; V.P. R. I. Children's Fund; past Mem. Town Council (Chmn. Com. on Zoning & City Plan Ordinance).

- VAN DE CARR, MRS. BERTHA, Redlands, Cal. Gen. Sec. Assoc. Charities. Dir. Griener's Shrine Home for Children. Mem. Community Music Assn.; Humane Soc.; Contemporary Club; Hort. Soc.; C. of C. Interested in street and garden improvement.
- VANDERLIP, FRANK A., Scarborough-on-Hudson, N. Y., and Palos Verde, Cal. Banker. Past Pres. & V.P. Nat. City Bank; Chmn. War Savings Com., by appointment Sec. of Treasury, 1917-18; Trustee Carnegie Found.; N. Y. U.; Mass. Inst. Tech. Mem. Exec. Com. N. Y. St. C. of C.
- VAN HOESSEN, MRS. STEPHEN G., Fanwood, N. J. Interested in conservation.
- *VAN PATTEN, A. E., Topeka, Kans.
- VAN SCHAIK, JOHN, JR., Boston, Mass. Minister, Editor *Christian Leader*. Representative for Netherlands, Rockefeller Found. War Relief Commn. Past Pres. D. C. Bd. of Edn. Mem. Exec. Com. Assn. of Charities; past Mem. D. C. Bd. of Pub. Charities. Donor of park for Cobleskill and a founder of Cobleskill Free Library.
- VAN SICLEN, G. S., Brooklyn, N. Y. Interested in civic improvement.
- *VAN STONE, MRS. G. H., Santa Fe, N. M. Mem. Am. Sch. of Res.; Mus. of N. M.
- VAN VOORHIS, MRS. H. N., Pittsburgh, Pa. Interested in community improvement.
- VAUGHAN, LEONARD H., Chicago, Ill. Merchant. Interested in civic improvement.
- VEEDER, CURTIS H., Hartford, Conn. Inventor, Manufacturer. Park Commr. for Hartford. Mem. A. S. M. E.; A. A. A. S.; Am. Geog. Soc.; U. S. C. of C.; Franklin Inst.; Archaeol. Inst. of Am.; Am. Forestry Assn.; Children's Mus.
- VERRILL, H. M., Portland, Me. Lawyer. Chmn. Bd. of Dirs. Cumberland Co. Power & Light Co.; Trustee Gen. Hosp. Mem. Me., N. Y., Cumberland Co. & Am. Bar Assns. Interested in community advance.
- *VICKREY, A. O., Los Angeles, Cal.
- VINCENT, FRED C., Kansas City, Mo. Rendered important service in promotion of civic art as official of Nelson Art Gallery.
- §VITALE, FERRUCCIO, F. A. S. L. A., New York City. Landscape Architect. Mem. Mun. Art Soc.; Bd. of Designers for Chicago World's Fair, 1933; Hon. Mem. A. I. A.; Archtl. League; Mayor's Com. on Plan Survey, City of New York; Apptd. Mem. Nat. Commn. of Fine Arts, 1927-31; Trustee Am. Acad., Rome. Interested in architectural advance.
- VOGEL, FRED, JR., Milwaukee, Wis.
- WADHAMS, SANFORD H., Torrington, Conn. Dir. St. Water Commn., which controls pollution of waterways of Connecticut.
- WADSWORTH, C. S., Middletown, Conn. Interested in civic improvement.
- WAGNER, HUGH K., St. Louis, Mo. Attorney-at-Law. Pres. Greater St. Louis Conf.; past Pres. Million Population Club; past Mem. Bd. of Freeholders for extension of boundaries of St. Louis City. Mem. C. of C.
- WAGNER, H. S., Akron, O. Dir.-Sec. Metrop. Park Dist. Mem. Nat. Conf. on City Planning; Nat. Conf. on St. Parks; Nat. Parks Assn.; Nat. Recr. Assn.; Am. Inst. Park Execs. Actively interested in city planning and park development.
- §WALKER, FRANCIS R., F. A. I. A., Cleveland, O. Architect. Trustee Nat. Hist. Mus.; Engring. Soc.; Coll. of Archt., Western Reserve U. Mem. (and past Dir.) C. of C.; local chapt. A. I. A. (past Pres.); City Plan Commn.; City Plan Com., C. of C.; Community Fund; Sch. of Art; Adv. Staff, Mass. Inst. Tech.
- WALKER, WILLIAM E., Chicago, Ill.
- WALKER, WILLIAM H., South Bend, Ind. Superintendent of Parks; Sec. Am. Park Soc.; Am. Inst. Park Execs. Interested in park extension.
- §WALLACE, TOM, Louisville, Ky. Editor *Louisville Times*. Hon. V.P. Am. Forestry Assn.; past Pres. Exec. Com. Southern Forestry Congress; one of founders Ohio Valley Reg. Conf. on St. Parks. Mem. Bd. of Dirs. Nat. Conf. on Outdoor Recr.; Exec. Com. Mammoth Cave Nat. Park Assn.; Nat. Conf. on St. Parks; Nat. Life Conservn. Soc.; Izaak Walton League; Game Prot. Assn. Conducted campaign through press and platform to save Cumberland Falls. Organized drive to place new State Capitol on better site. Aided restoration of State Forestry in Kentucky. Advocate of protection and restoration of wild life, roadside improvement, and park development.
- WALLIS, FRANK J., Harrisburg, Pa. Coal Merchant. Dir. C. of C.; Y. M. C. A.; Polyclinic Hosp.; Pres. Social Serv. Exchange; Treas. Safety Council. Mem. Exec. Com. Welfare Fed.; Elder Christ Lutheran Church.
- §WALLIS, ROLLAND S., Philadelphia, Pa. Field Sec. Reg. Planning Fed., Phila. Tri-St. Dist. Formerly Mun. Engr., Engring. Extension Dept., Ia. St. Coll. City Mgr. Manistique, Mich.; Ed. *Public Management*; Mun. Consultant Kans. League of Municipalities. Mem. Pa. Park Assn.; Chester Co. Forest, Park & Planning Assn.
- WARBURG, FELIX M., New York City. Banker. Dir. Bond & Mortg. Guar. Co.; Internat. Acceptance Bank. Chmn. Fed. for Support of Jewish Philanthropic Soc.; Bd. Am. Arbitration Assn.; Pres. Henry Street Settlement; V.P. N. Y. Found.; Charity Orgn. Soc.; Mus. of Sci. & Industry N. Y. C. Mem. Art Commn., N. Y. C.
- §WARBURG, PAUL MORITZ, New York City. Banker. Chmn. Internat. Acceptance Bank. Dir. B. & O. R. R.; Council on Foreign Relations; Nat. Bur. of Econ. Res.; Juilliard Sch. of

- Music; Trustee N. Y. Found.; Nat. Child Labor Commn.; N. Y. Child Labor Commn.; Tuskegee Coll.; Brookings Inst.; V.P. Acad. of Polit. Sci.
- WARBURTON, MRS. BARCLAY, Philadelphia, Pa.
- WARD, ANITA S., Boston, Mass. Mem. Am. Forestry Assn.; Mass. Forestry Assn.; Women's Auxiliary, Mass. Civ. Serv. Reform League; Mass. Civic League.
- WARD, CHARLES W., Brookline, Mass. Interested in conservation.
- WARD, FLORENCE ELIZABETH, Alexandria, Va. In charge of Extension Work, Eastern States, U. S. Dept. Agr. Assoc. Ed. Am. Home Econ. Assn.; Chmn. Bur. of Rural Life, Zonta Club. Mem. C. of C.; Women's City Club; A. A. U. W.; Arts Club; League of Am. Penwomen; Nat. Congress of Parents & Teachers; past Mem. Zoning Commn., Arlington Co., Va. Interested in city, suburban, and rural planning, zoning, and the development of public parks and highways.
- WARD, HENRY B., Urbana, Ill. Zoölogist. Prof. Zoölogy U. of Ill. Past Pres. Izaak Walton League of Am. (now Chmn. Nat. Com. on Conservn.). Associated in Biol. Survey of Great Lakes. Assoc. Ed. *American Naturalist*. Interested in the elimination of stream-pollution and conservation of natural resources. Trustee National Parks Association. Advocate of protection and utilization of Federal lands.
- *WARD, OSSIAN P., Louisville, Ky. Dir. Pub. Forum. Mem. Art Assn.
- §WARDEN, CHARLES G., Washington, D. C. Mem. Georgetown Citizens' Assn.; (Chmn. Com. on Parks); Bd. of T. Keenly interested in movement for development of more parks in and around Washington. Served on Bd. of T. & Georgetown Citizens' Assn. Coms. on Parks.
- WARDEN, W. G., Philadelphia, Pa.
- WARING, MALCOLM F., Decatur, Ill. Landscape Architect, City Planner. Specially interested in movement for National and State Lincoln Memorial at Springfield, Ill., and connected with activities for a Decatur city and regional plan.
- WARREN, EDWARD R., Boston, Mass.
- WARREN, GEORGE C., Brookline, Mass. Mem. Am. Rd. Bldg. Assn.; A. S. C. E.; A. S. M. E. (Gen. Chmn. Com. on Highway Sidewalks); Mass. Highway Assn.; Nat. Planning Assn. Special interest: roadside improvement and highway construction.
- §WARREN, WILLIAM T., Birmingham, Ala. Architect. Mem. C. of C.; Assoc. Mem. Real Estate Bd.; Bd. of Dirs. Little Theater; Com. for Annual Community Chest Drive; past Pres. Ala. Chapt. A. I. A. Rendered important service in promotion of civic architectural beauty, and actively interested in Civic Center group of public buildings.
- *WARTHIN, A. S., Ann Arbor, Mich. Pathologist. Prof. & Dir. Pathol. Lab., Med. Dept., U. of Mich.; past Pres. Internat. Arsn. Med. Museums. Mem. Internat. Hist. Soc.; Mich. Social Hygiene Assn.
- *WARTHIN, MRS. A. S., Ann Arbor, Mich.
- WATCHORN, ROBERT J., Oklahoma City, Okla. Interested in community improvement.
- *WATERHOUSE, MRS. L., San José, Cal.
- WATRES, MRS. L. A., Scranton, Pa. Mem. Nat. Soc. of New England Women; Daughters of Founders & Patriots of Am.; Colonial Dames of Am.; Colonial Govs. Soc.; Daughters of 1812 Nat. Soc.; Nat. Soc. of Magna Charta Dames; Huguenot Soc. of Pa.; Century Club; Audubon Soc.; C. of C.; Life Mem. Scranton Bird Club; Hist. Socs. of Lackawanna Co., Wyoming, and Pa.; Hon. Mem. College Club.
- WATROUS, GEORGE D., New Haven, Conn. Lawyer. Former Instr. and Prof. of Law, Yale Sch. of Law. Past Pres. St. Bar Assn. Mem. Am. Bar Assn.; Am. Hist. Assn.; Am. Forestry Assn.; Am. Social Sci. Assn.; Am. Acad. Polit. & Social Sci.; Bd. Trustees Sheffield Sci. Sch., Yale U. Special interests: city government and city planning.
- †WATROUS, RICHARD B., Providence, R. I. Gen. Sec. C. of C.; Sec. Civic Impr. & Park Assn.; Mngn. Dir. *Providence Magazine*; past Sec. A. C. A. (1909-17). Lecturer and contributor of articles on city and regional planning.
- WATROUS, MRS. RICHARD B., Providence, R. I. Dir. Providence Y. W. C. A. Mem. Civic Impr. & Park Assn.
- WAUGH, FRANK A., Amherst, Mass. University Professor. Mem. faculty Mass. Agrl. Coll.; Am. Country Life Assn.; past Mem. Exec. Bd. A. C. A. Active in movements for improvement of rural living conditions, billboard restriction in Massachusetts, extension of State Parks, and in recreational uses of National Forests.
- WEAVER, JOHN L., Washington, D. C. Realtor. Past Pres. Nat. Assn. Real Estate Bds. Mem. Bd. of T.; C. of C.; Rotary Club; City Club.
- *WEAVER, RUDOLPH, Gainesville, Fla. Architect.
- WEBB, S. GEORGE, Newport, R. I. Mem. C. of C. 1st V.P. Serv. Soc.; initiated movement for the building of Union Station for Newark, N. J. Rendered important service in organizing planning and zoning boards in Newport County. Now formulating plan for regional board to consolidate municipal planning boards. As Public Relations Manager, closely allied with all civic movements for community improvement.
- §WEBSTER, BEN T., Washington, D. C. V.P. & Dir. Bd. of T.
- *WEGEFORTH, H. M., San Diego, Cal. Pres. Zoöl. Soc. Mem. C. of C. Instrumental in organizing and develop-

- ing Zoological Society. Interested in city planning.
- †WEINMANN, MRS. JOHN F., Little Rock, Ark. Mem. Bd. of Park Comms.
- WEISBERG, ALEX. F., Dallas, Tex. Lawyer. Chmn. City Plan Commn.; Citizens' Com. on Supervision of Expenditures. Interested in city planning and municipal improvement.
- WELLING, RICHARD W. G., New York City. Lawyer. Founder & Trustee N. Y. C. Club; Founder & Mem. Nat. Mun. League; Founder N. Y. C. Park Assn.; Chmn. Self-Govt. Com.; V.P. Mun. Art Soc.; Dir. Civ. Serv. Reform Assn.; Sec. Philharmonic Symphony Soc. Mem. United Parents' Assn.; Mus. Nat. Hist.; Nat. Sculpture Soc. (Lay Mem., Exec. Com.).
- †§WELLS, CHESTER, Chevy Chase, Md. U. S. N., Retired. Actively interested in development of Federal City and environs.
- WELLS, MRS. L. A., Amarillo, Tex. Pres. Garden Club. Mem. Legisl. Com., Palo Duro Park Assn.; Am. Forestry Assn.; Bd. of Dirs., Tex. Fed. of Women's Clubs; Art Assn.; St. Parks Assn. Actively interested in development of Amarillo, State Parks, and roadside improvement.
- WENTWORTH, PHILIP, Providence, R. I.
- WESTON, MRS. CHARLES S., Scranton, Pa. Mem. C. of C.; Tree Commn. Participated in movement for establishment of Tree Commission and care of city trees.
- *WETHERILL, FRANK E., Des Moines, Ia.
- †WETHERILL, SAMUEL P., JR., Philadelphia, Pa. Pres. Reg. Planning Fed., Phila. Tri-St. Dist.; Art Alliance; Penn. Club; Dir. Community Health & Civic Assn., Ardmore, Pa.; V-Chmn. Commn. on City Planning. Mem. Bd. of Dirs., C. of C.; Hancock Co. (Me.) Trustees of Pub. Reservations; Bd. of Govs. Phila. Forum; Am. Acad. Polit. & Social Sci.; Am. Assn. for Labor Legisl. Trustee Fairmount Park Art Assn.; Phila. Coll. of Pharmacy & Sci.; Traffic Commn. Actively interested in movements for city and regional planning, and park development.
- *WHEAT, L. P., JR., Washington, D. C. Architect. Keenly interested in movement for better architecture for Federal City.
- WHEELER, DAN H., Chevy Chase, Md. Chief City Planning & Zoning Sec., Div. of Bldg. & Housing, Bur. of Standards, Dept. of Commerce; Sec. Dept. of Commerce Adv. Com. on City Planning & Zoning; City Planning & Zoning Com., President's C. nf. on Home Bldg. & Home Ownership. Mem. Reg. Planning Com., A. C. A.; Nat. Conf. on City Planning. Special interests: legal and social aspects of city planning.
- WHEELER, MARY J., Washington, D. C.
- WHEELER, MRS. W. MORTON, Boston, Mass. Dir. Boston City Fed. Women's Clubs; Pres. Repub. City Com. (Women's Div.). Mem. Bd. of Dirs. Repub. Club of Mass.; Mass. & Boston League of Women Voters; Boston Mun. League.
- *WHELOCK, HARRY B., F. A. I. A., Chicago, Ill. Architect. Past Pres. Chicago Chapt. A. I. A.; Ill. Soc. of Archts.; Archts. Bus. Assn.
- WHEELWRIGHT, ROBERT, Philadelphia, Pa. Landscape Architect. Prof. Landscape Archt., U. of Pa. A founder and former editor *Landscape Architecture* magazine. Mem. A. S. L. A. Town planner during war for army camps.
- *WHITCOMB, DAVID, Seattle, Wash. Builder. Pres. Arcade Bldg. & Realty Co.; Trustee Pacific Steamship Co.; Rainier Nat. Park Co.; Exec. Sec. U. S. Fuel Administration, 1918-19; past Pres. C. of C. Interested in real estate development.
- WHITE, MRS. EVA WHITING, Boston, Mass. Pres. Women's Ednl. & Industrial Union; Head Resident Elizabeth Peabody House. Mem. Boston Community Service; Nat. Civic Fed.; Women's Mun. League; Women's City Club; Boston City Fed. of Women's Clubs; Bd. of Pub. Welfare, City of Boston; Div. of Immigration & Americanization, Mass. Bd. of Edn.
- †WHITE, GEORGE W., Washington, D. C. Banker. Pres. Nat. Metrop. Bank. Treas. A. C. A.; Am. Peace Soc. Mem. Peace Soc.; Emergency Hosp. Bd. Keenly interested in the movement for preserving residential sections from encroachment by business districts.
- *WHITE, MRS. HENRY, Washington, D. C.
- WHITE, W. PIERREPOINT, Utica, N. Y. Sec. Oneida Co. League for Good Roads. Mem. Mohawk Valley Towns Assn.; Valley Hist. Assn.; Oneida Hist. Soc. Aided movement for National Military Park commemorating Oriskany Battlefield and the restoration of 92 battlefields in New York State.
- WHITEHURST, MRS. JOHN L., Baltimore, Md. Pres. Md. Fed. of Women's Clubs. Mem. Bd., Md. Presbyterian Home for the Aged; Woman's Bd., Univ. Hosp.; Woman's Civic League; Woman's City Club; Woman's Club of Roland Park. Sponsors civic improvement, welfare work, and civic interests.
- WHITING, FREDERIC ALLEN, Washington, D. C. Art Director. Pres. Am. Fed. of Arts; past Dir. Cleveland Mus. of Arts. Mem. Cleveland C. of C. (Chmn. Archtl. Medal Awards Com.; Mem. Com. on City Planning); Ogunquit (Me.) Village Impr. Soc.
- §WHITNALL, C. B., Milwaukee, Wis. Mem. Milwaukee Co. Park Commn. & Rural Planning Bd. Active in movements for regional planning, zoning, and park extension. Promoted important campaigns for civic improvement and as Secretary of City Public Land Commission stimulated co-operation between city and county.

- *WHITNALL, G. GORDON, Los Angeles, Cal. Counselor on City Planning. Dir. Mun. League of Los Angeles; Pres. & Founder City Planning Assn.; Bd. Mem. (past Pres.) League of Cal. Municipalities; past Dir. of City Planning for Los Angeles (1920-30). Mem. Am. City Planning Inst.; Civic Development Com., C. of C. Lecturer on City Planning, U. of S. Cal.
- *WHITNEY, CLARENCE, Berkeley, Cal. Engineer. Chmn. Berkeley Chapt., A. R. C.; Commr. Local Council, Boy Scouts of Am. Mem. Recr. Commn.; past Pres. Cragmont Impr. Assn.
- WHITTEN, ROBERT, New York City. City Planner. Consultant on planning studies for Regional Plan of N. Y. and Its Environs; Dir. of Res., Harvard Sch. of City Planning; Consultant Boston City Planning Bd.; past Consultant City Planning Commn., Cleveland, O.; Pres. Am. City Planning Inst. Mem. Am. Econ. Assn.; Nat. Mun. League; Nat. Conf. on City Planning; British Town Planning Inst. Responsible for numerous surveys. Author "Economics of Land Subdivision," and other important reports.
- WHITTEN, MRS. ROBERT, Brooklyn, N. Y.
- WICKE, LOUISE, New York City. Mem. Am. Rds. Soc.; Internat. Garden Club, Pelham, N. Y. Special interest: development of gardens.
- WIDENER, JOSEPH E., Philadelphia, Pa. Capitalist. Owner of notable art collection. Interested in the advancement and appreciation of art.
- WILBER, CHARLES PARKER, Trenton, N. J. State Forester, N. J. Dept. Conservation and Development (in charge State Forests and Parks). Pres. Assn. of St. Foresters. Mem. Adv. Res. Council, Allegheny Forest Expt. Station (U. S. Forest Serv.).
- WILCOX, EDWIN A., San José, Cal.
- †WILCOX, WALTER D., Washington, D. C. Author. Past Sec. Am. Alpine Club; Hon. Mem. Alpine Club of Canada; Fellow Royal Geog. Soc. Interested in National Parks and outdoor recreation.
- *WILD, MRS. H. D., Beaver Falls, Pa.
- WILDER, MRS. GEORGE W., East Rindge, N. H. Chmn. Sch. Bd.; Trustee Pub. Libr. Bd. Interested in child health and welfare work.
- WILDER, HELEN A., Germantown, Pa. Keenly interested in roadside improvement and movement for proper disposal of tin cans and other non-combustible rubbish now disfiguring beauty-spots.
- *WILEY, LOUIS, New York City. Newspaper Business Manager. V.P. 42d Street Property Owners & Mchts. Assn.; Broadway Assn.; Lafayette Memor.; Mem. Bd. of Dirs., Fed. Gen. Relief Com.; Bd. of Dirs., Mun. Art Soc.
- *WILGUS, HORACE, Ann Arbor, Mich. University Professor. Prof. of Law, U. of Mich. Mem. Internat. Law Assn.; Am. Assn. Polit. Sci.; Commercial Law League of Am.
- *WILGUS, MRS. HORACE, Ann Arbor, Mich.
- *WILKINSON, H. B., Phoenix, Ariz.
- WILL, LOUIS, Syracuse, N. Y. Past Mayor. Founder & Dir., The Will & Baumer Co. Dir. Wilson & Greene Lumber Co. Interested in city planning.
- WILLARD, DANIEL, Baltimore, Md. Pres. B. & O. R. R. Co.; Pres. Bd. of Trustees, Johns Hopkins U.; Trustee Johns Hopkins Hosp.
- *WILLARD, ERNEST C., Portland, Ore. Past Pres. Bd. of Govs. City Club. Mem. Bd. of Dirs. C. of C. Identified with all progressive movements. Rendering important service through committee work of City Club.
- WILLETS, ELMORE A., Belmont, N. Y. Mem. Nat. Inst. of Social Sci. Interested in civic improvements.
- WILLIAMS, MRS. CARROLL R., Philadelphia, Pa. Bd. Mem. Art Alliance (Chmn. Crafts Com.). Mem. Phila. Water Color Club; Mus. & Sch. of Industrial Art; Civic Assn.; Am. Fed. of Arts; Colonial Dames of Am.; Pa. Soc.; Pa. Art Mus.; Playground Assn., and many other organizations connected with improvement of parks and gardens.
- WILLIAMS, ELIZABETH D., Haverford, Pa. Mem. Community Health & Civic Assn. (Main Line Region); "The Gardeners"; Garden Club of Am.; Jt. Conservn. Com. of the Four Garden Clubs around Phila.; Wild Flower Preservn. Soc.; Valley Forge Hist. Soc.; Pa. Hort. Soc.
- WILLIAMS, F. A., Denver, Colo. Attorney. Mem. Denver City Planning Commn. Formerly City Solicitor of Denver.
- WILLIAMS, FRANK BACKUS, New York City. City Planning Lawyer. Mem. Bd. of Dirs. Nat. Conf. on City Planning; Bd. of Trustees City Club; past Assoc. Dir. Legal Dept., Reg. Plan of N. Y. & Its Environs; Treas. Planning Found. of Am. Mem. Am. City Planning Inst. Editor "Zoning Notes," *American City Magazine*, "Legal Notes," "City Planning Quarterly." Author "The Law of City Planning and Zoning," and with Hubbard and McClintock "Airports" (Harvard City Planning Studies, Vol. 1); also of numerous articles on city planning.
- *WILLIAMS, G. CRIFT, Columbia, S. C.
- WILLIAMS, JOHN D., Brookline, Mass.
- *WILLIAMS, LLOYD, Toledo, O. Chmn. City Plan Commn. Mem. Lucas Co. Plan Commn.
- *WILLIAMSON, THOMAS, Topeka, Kans.
- *WILSON, CHARLES C., Columbia, S. C. Architect.
- *WILSON, E. P., Kansas City, Kans.
- *WILSON, MRS. FRANCIS C., Santa Fe, N. M. Sec. (past Pres.) St. Bd. of Public Welfare.

- WILSON, LLOYD B., Washington, D. C.
- WILSON, RAY W., Kansas City, Mo. Sec. Civic Dept., C. of C.; Govt. Res. Assn.; Nat. Assn. of Civic Secs.; Nat. Mun. League; Nat. Fire Prot. Assn.; Mo. Commercial Secs. Assn.; Internat. City Manager's Assn.; Exec. Sec. City-Wide Traffic Com.; Exec. Sec. Civic Impr. Com., a citizens' Committee formulating a ten-year program of improvements for Kansas City, Jackson Co., & School District of Kansas City.
- §WING, CHARLES B., Palo Alto, Cal. Civil Engineer. Prof. Emeritus Structural Engng., Stanford U. Mem. Council "Save-the-Redwoods" League and Sempervirens Club; Commonwealth Club of San Francisco; Nat. Econ. League. Exec. Officer Cal. St. Park Commn. During 22 years' service as member City Council, participated in acquisition of publicly owned water-supply and sewerage plant, lighting and garbage destruction plant, community house, hospital, and park system. As Executive Officer of State Park Commission, active in acquisition of State Park areas.
- WINSOR, FREDERICK, Concord, Mass. Educator. Headmaster, Middlesex School. Organizer Country Sch. for Boys, Baltimore. Mem. Nat. Econ. League; Am. Forestry Assn. and others.
- WINSOR, MRS. JAMES D., JR., Ardmore, Pa. Mem. Civic Club; Pa. Hort. Soc.
- §WINSTON, G. OWEN, New York City.
- §WIRTH, THEODORE, Minneapolis, Minn. General Superintendent of Parks and Administrator of City Park System (an outstanding example of city parkways). Mem. Bd. of Park Commrs.; Civic & Commerce Assn.; Twin City Florists Club; Nat. Conf. on St. Parks; Engrs. Club; Am. Forestry Assn.; St. Hist. Soc.; Am. Inst. of Park Execs.; Soc. of Am. Florists & Ornamental Horticulturists.
- *WISCHMEYER, HERMANN, Louisville, Ky. Chmn. local Fed. City Com. A. C. A.
- *WISEMAN, D. E., Berkeley, Cal.
- †WISTER, JOHN C., Germantown, Pa. Pres. Am. Iris Soc.; Sec. Pa. Hort. Soc.
- WITTER, ISAAC P., Wisconsin Rapids, Wis.
- *WOLF, MRS. C. A., Topeka, Kans. Pres. Y. W. C. A.; Community Concert Assn.; past Pres. Woman's Club (Chmn. Music Dept.); Sorosis Club; V.P. Victory Highway Assn. Mem. Art Guild; City Charity Commn.
- §WOOD, CHARLES, Washington, D. C. Minister, Author. Pastor Church of the Covenant, 1908-28. Specially interested in a more beautiful Federal City.
- §WOOD, EDWARD A., Dallas, Tex. Consulting Engineer, City Planner, Brownsville & Amarillo, Tex. Mem. A. S. C. E.; Am. City Planning Inst.; Nat. Conf. on City Planning; Nat. Recr. Assn. of Am. Participated actively in movements for city planning, zoning, parks and parkways, and civic center.
- WOOD, MRS. FREDERICK W., Baltimore, Md. Treas. Women's Civic League. Mem. League of Women Voters.
- WOOD, MRS. GEORGE ELLERY, Bethesda, Md. Mem. Nat. Assn. of Constitutional Govt.; Nat. Council for Protection of Roadside Beauty.
- WOOD, HOWARD, JR., Conshohocken, Pa.
- WOOD, SPENCER S., Washington, D. C. U. S. N. Retired. 2d V.P. Georgetown Citizens' Assn.; Chmn. Pub. Utilities Com.; Archts. Com. Mem. Bd. of T., Jamestown, R. I.
- *WOOD, WADY B., F. A. I. A., Washington, D. C. Architect. Pres. Albemarle Investment Assn. Mem. (past Pres.) Wash. Chapt. A. I. A.; Bd. of T.; C. of C.
- §WOODBURY, MRS. JOHN L., Louisville, Ky. Sec. & Treas. Jefferson Davis Mem. Commn. (in charge of monument and park, Fairview, Ky.); Chmn. Jefferson Davis Nat. Highway, sponsored by United Daughters of the Confederacy. Mem. Bd. (past Pres.) Soc. for Mental Hygiene; U. S. Good Rds. Assn. Special interests: roadside improvement and public health.
- §WOODHOUSE, HENRY, New York City. Author. Founder & Pub. of important aeronautical magazine. Founder Am. Soc. Aeronautic Engrs., combined with Soc. Automotive Engrs.; V.P. Aerial League of Am.; Gov. & Trustee Nat. Inst. Efficiency. Mem. Soc. Automotive Engrs.; Franklin Inst.; A. A. A. S. Rendered important service as aeronautic expert.
- ††WOODRUFF, CLINTON ROGERS, Philadelphia, Pa. Lawyer. Chmn. Jt. Com. on Electoral Reform in Pa.; Com. for Active Citizenship; Hon. Sec. Nat. Mun. League (Sec., 1894-1920); Chmn. Registration Commn., 1906-16; Chmn. Civ. Serv. Commn., 1920-24; Spec. Asst. City Solicitor; past V.P., Sec., & Treas. A. C. A.; Chmn. Bldg. Com., Free Libr.; Pres. Am. Park & Outdoor Art Assn. which, consolidated with Am. League for Civic Impr., became the Am. Civic Assn. Active in plans for first monumental building on Philadelphia parkway. Rendered distinguished service in promotion of civic improvement from its earliest inception.
- WOODWARD, GEORGE, Philadelphia, Pa. Physician; Pa. State Senator. Pres. Children's Aid Soc.; Trustee Chestnut Hill Acad. Past Mem. Bd. of Health. Mem. Penn. Relief Commn. Rendered important service in cause of housing and promotion of municipal theatre project.
- WOODWARD, MRS. GEORGE, Chestnut Hill, Pa. Chmn. Chestnut Hill Community Center; Advisory V.P. Civic Club of Phila.
- WOODWARD, MRS. JOSIAH N., Nashua,

- N. H. Past Pres. N. H. Fed. of Women's Clubs; Adviser, Div. of Community Serv.; Hon. V.P. N. H. Audubon Soc. Mem. Soc. for Prot. of N. H. Forests; Highway Reservations Com. of 100; Am. Forestry Assn. Active in campaign for acquisition of Franconia Notch State Park. Actively interested in civic progress.
- *WORTH, HOWARD F., San Diego, Cal.
- †WOZENCRAFT, FRANK W., Dallas, Tex. Former Mayor of Dallas.
- §WRIGHT, HENRY C., New York City. Consultant on Institutions. Pres. Queensboro T. B. & Health Assn.; past Investigator, Russell Sage Found.; Trustee United Hosp. Fund; City Club; Dir. Welfare Council, N. Y. C. Mem. Nat. Mun. League; Fed. Council Assocs.; Reg. Plan of N. Y.
- WRIGHT, JOHN D., Santa Barbara, Cal., and New York City. Pres. Cal. Co. Planning Commrs. Assn.; past Pres. Community Arts Assn., Santa Barbara; Chmn. Santa Barbara Co. Planning Commn.; Billbd. & Roadside Com., Santa Barbara Garden Club; Sec. & Treas. Montecito Roadside Com. Mem. Com. of City Planning Sec., Sch. of Citizenship & Pub. Admin., U. of S. Cal.
- §WRIGHT, RICHARDSON L., New York City. Author. Editor *House and Garden*. Past special correspondent *New York World*; *Chicago Daily News*; and *London Daily Express* in Siberia and Manchuria. Past Literary Critic *New York Times*.
- WRZESIEN, WACLAW, Warsaw, Poland. Civil Engineer. Chief City Planning Div., Technorol Co., Warsaw; formerly Asst. Engr., Roland Park Co., Baltimore, Md., engaged in development of Roland Park-Guilford-Homeland Dist. Special interests: subdivision development, housing, city and regional planning.
- WYMAN, PHELPS, F. A. S. L. A., Milwaukee, Wis. Landscape Architect. Fellow Inst. of Park Execs. Mem. City Planning Com., City Club; City Planning Inst. Editor Dept. L. A. Design and Art, *Parks and Recreation*. Made numerous park plans in Middle West. Reported on Theodore Roosevelt Memorial Park, N. D. Participated in movement for flexible condemnation and assessment law for city planning in Milwaukee.
- *YARD, ROBERT STERLING, Washington, D. C. Exec. Sec. Nat. Parks Assn. Author of books and articles on Federal land subjects, specializing in National Parks. Active in promotion of standards and uses of National Parks System and roadside improvement.
- †YARDLEY, MRS. FARNHAM, West Orange, N. J. Active in civic improvement work in New Jersey. Interested in National Parks.
- YEATMAN, MRS. POPE, Philadelphia, Pa. Pres. Charlotte Cushman Club; Sch. of Occupational Therapy; V.P. Pa. Birth Control League. Mem. Civic Club; Women's City Club; Art Alliance; Women's Dem. Club. Interested in civic education and housing.
- *YOUNG, C. L., Bismarck, N. D. City Attorney. Chmn. local Fed. City Com. A. C. A.; past Chmn. Zoning Com. Mem. & past Pres. Assn. of Commerce. Special interests: zoning, park development, and roadside improvement.
- *YOUNG, ROBERT H., Washington, D. C. Patent Attorney. Spec. Asst. to U. S. Atty.-Gen. Mem. Bd. of T.; Mt. Pleasant Citizens' Assn.
- ZANTZINGER, C. C., Philadelphia, Pa. Mem. Tech. Adv. Com. Reg. Planning Fed. of Phila. Tri-St. Dist.; Bd. of Mgrs. City Park Assn.; Awbury Arboretum; Founders' Com.; Bd. of Archit. Consultants to Sec. of the Treas.; Phila. Commn.; Fairmount Park Art Assn.
- ZANTZINGER, MRS. C. C., Philadelphia, Pa. V.P. Eastern Div. Fed. Garden Clubs of Pa. Mem. Council for Preservn. of Natural Beauty in Pa. (Billbds. Com.); Pa. Mus. of Art; City Parks Assn.; Weeders' Garden Club (Chmn. Billbd. Com.); Acad. Fine Arts; Pa. Hort. Soc.; Colonial Dames of Am.; Strawberry Mansion.
- †ZOBEL, FREDERICK C., New York City. Architect. Past Sec. Soc. of Archts.; Conf. to Promote Commerce of Port of N. Y. Mem. Nat. Conf. on City Planning; Metrop. Mus. Art; Park Assn.; Com. on Bldg. Conditions; Bd. of Dir. Bldg. Industries. Interested in National Parks, community playgrounds, highway and traffic problems, and garden cities.
- ZUG, GEORGE B., Hanover, N. H. Professor of Modern Art, Dartmouth Coll. Mem. Boston Soc. of L. A.; Nat. Conf. on City Planning; Planning Div., A. S. C. E. Conducting course on Architecture and one on the Art of City Planning at Dartmouth College in order to lead undergraduates as future citizens to an understanding of problems of the city and the extent to which such problems may be solved by modern comprehensive city planning.

Subscribing Organizations

California

SIERRA CLUB, SAN FRANCISCO

Pres. Duncan McDuffie.

Sec. William E. Colby.

Publications: "Sierra Club Bulletin," Francis P. Farquhar, Editor; also: "Place Names of the High Sierra" by Francis P. Farquhar, and "Journal of Ramblings Through the High Sierra" by Joseph LeConte.

OUTDOOR ART LEAGUE, SAN JOSÉ

Pres. Mrs. Charles Braslan.

Sec. Mrs. Edwin A. Wilcox.

Year's Accomplishments: Planting of small suburban park; made plans for tree-planting on several highways; Civic Center proposed; letters opposing billboard advertising sent out.

COUNTY PLANNING COMMISSION, SANTA BARBARA

Pres. John D. Wright.

Sec. L. Deming Tilton.

Year's Accomplishments: Adoption of County Zoning Ordinances; regulation and direction of subdivision operations; coordination of county highway plans and improvements. Surveys of highways, parks, and beaches completed.

CITY PLANNING COMMISSION, SANTA CRUZ

Colorado

ART COMMISSION, CITY AND COUNTY OF DENVER

PUBLICITY DEPARTMENT, CITY AND COUNTY OF DENVER

Publication: "Municipal Facts," Edith Sampson, Editor.

CHAMBER OF COMMERCE, DURANGO

Connecticut

COMMISSION ON THE CITY PLAN, HARTFORD

Pres. Joseph K. Hooker.

Sec. Roscoe N. Clark.

STATE PARK AND FOREST COMMISSION, HARTFORD

Chmn. Lucius F. Robinson.

Sec. Edward H. Wilkins.

Year's Accomplishments: Usual additions to forests and parks; 1,450,000 visitors to parks, an increase of 260,000 over preceding year.

Delaware

BOARD OF PARK COMMISSIONERS, WILMINGTON

Pres. Edgar L. Haynes.

Sec. Edward R. Mack.

Year's Accomplishments: Promotion of Regional Plan studies in Delaware, particularly regional parks; extension and improvement of parks; construction of two swimming pools; acquisition of a 57-acre forest park; general improvement of parks; increase in recreational facilities.

CIVIC ASSOCIATION, INC., WILMINGTON

Pres. I. B. Finkelstein.

Sec. J. Christy Conner.

Maintains special committees on Public Improvement, Bus Terminal, and Stadium.

Year's Accomplishments: Coöperated with Federation of Women's Clubs in cleaning up Causeway; accomplished many improvements in older sections of city; coöperated in Unemployment Relief by securing numerous contributions of clothing from local merchants for distribution among unemployed. Active in fostering public interest in a Municipal Stadium.

District of Columbia

MONTGOMERY SYCAMORE ISLAND CLUB, WASHINGTON

Pres. W. Hayden Collins.

Sec. Rodger D. Gessford.

EDSON W. BRIGGS CO., WASHINGTON

Pres. Edson W. Briggs.

Sec. Charles S. Robb.

Year's Accomplishments: Planning and laying out of 40-acre subdivision in Rock Creek Park district, homes to be kept strictly to period of Thirteen Colonies and other Colonial homes true to that period.

SHANNON AND LUCHS, WASHINGTON, REALTORS

Hawaii

OUTDOOR CIRCLE, HONOLULU

Pres. Mrs. Walter Dillingham.

Sec. Mrs. Ralph S. Johnstone.

Maintains special committees on Billboards, Planting, Neighborhood and School-Grounds.

Year's Accomplishments: With permission of tobacco firms removed hundreds of advertising muslins and posters from fences and buildings over entire island of Oahu; secured promise of these firms to refrain from this form of advertising in future. No billboards since 1926, and eternal vigilance is keeping the island comparatively free from objectionable advertising. The Circle was instrumental in organizing a bird society ("Hui Manu") and accomplished numerous clean-up and planting projects during the year.

Illinois

CIVIC LEAGUE, BARRINGTON

Pres. Frank A. Hecht, Jr.

Sec. Mrs. Harry Brandt.

BENNETT, PARSONS & FROST, ARCHITECTS, CHICAGO

Engaged as consultants on city plans for various cities.

EDISON CLUB HORTICULTURAL LEAGUE, CHICAGO

Pres. O. V. Morgan.

Sec. Mrs. Flora Frazier.

The Club acts as a Garden Club for employees of the Edison Co., and assists them in the development of their home-gardens.

Year's Accomplishments: Spring and fall flower shows. Flowers sent weekly to the Fruit and Flower Guild.

NATIONAL ASSOCIATION OF REAL ESTATE BOARDS, CHICAGO

Pres. Harry S. Kissell.

Sec. Herbert U. Nelson.

Publication: "News Service."

REGIONAL PLANNING ASSOCIATION, CHICAGO

Pres. Daniel H. Burnham.

Sec. Robert Kingery.

Maintains 12 special committees, each devoted to major subject for which planning is done.

Year's Accomplishments: Population forecasts revised and advanced to 1960; 3,000 acres of forest preserve, parkways, parks, and playgrounds added; 145 miles of 40-foot pavement and 280 miles of 20-foot pavement laid in accord with Regional Plan; 7 new zoning ordinances adopted, 4 modernized; 54 municipalities adopted building set-back lines on major street system.

LEGISLATIVE REFERENCE BUREAU, SPRINGFIELD

Chmn. Gov. Louis L. Emmerson.

Sec. DeWitt Billman.

ILLINOIS MUNICIPAL LEAGUE, URBANA

Pres. John Coleman.

Sec. A. D. McLarty.

Indiana

CITY PLAN COMMISSION, EVANSVILLE

Pres. Henry M. Dickman.

Sec. Edgar J. Mutschler.

Year's Accomplishments: Plans for Arterial Highway System, neighborhood and other park projects; river-front development prepared; adoption of Standard City Planning Act promoted; Transit Report published.

DEPARTMENT OF CONSERVATION, INDIANAPOLIS

Chmn. Stanley Coulter.

Dir. Richard Lieber.

Year's Accomplishments: Continuation and extension of field and laboratory work through the medium of six divisions under the Department.

Iowa

CITY PLAN AND ZONING COMMISSION, DES MOINES

Chmn. James B. Weaver.

Sec. Mrs. Edyth Howard.

Maintains special committees on Civic Art, Park Design and Recreation, Transit and Transportation, Streets and Boulevards, Zoning, Public Information, and Legislation.

Year's Accomplishments: Work on extension of park and boulevard system continued, the City Nursery, established three years ago, furnishing most of the trees and shrubs used. As result of comprehensive studies by Commission, building height in business districts changed. Better control over installation of improvements and public utilities by City Council and Commission secured through support of bills which also authorized creation of Park Board, enabling Commission to acquire additional areas for parks and playgrounds.

STATE BOARD OF CONSERVATION, DES MOINES

Chmn. W. E. G. Saunders.

Sec. Ralph E. Kittinger.

Year's Accomplishments: Improvement of existing parks, and purchase of additional park areas.

Kansas

BUREAU OF GOVERNMENTAL RESEARCH, UNIVERSITY OF KANSAS, LAWRENCE

Dir. Prof. F. H. Guild.

Asst. Sec. Leland J. Barrows.

Year's Accomplishments: Publication of monograph on "Legislative Procedure in Kansas" by F. H. Guild and C. H. Snider.

Kentucky

CITY PLANNING AND ZONING COMMISSION, LOUISVILLE

Chmn. J. C. Murphy.

Sec. H. W. Alexander.

Continued work on preparation of comprehensive city plan.

WOMAN'S CITY CLUB, LOUISVILLE

Pres. Mrs. George R. Newman.

Sec. Mrs. E. H. Wehle.

Maintains special committees on City Planning and Zoning, Better Homes and Gardens, Education, Recreation, and Legislation.

Publication: "Bulletin."

Louisiana

CITY PLANNING AND ZONING COMMISSION, NEW ORLEANS

Chmn. Charles A. Favrot.

Sec. Anne Robertson.

Engr. John M. Walker.

Maintains special committees on Railroads and Recreation.

Year's Accomplishments: Surveys on Comprehensive City Plan continued as a result of which twelve major changes were made in Comprehensive Zone Ordinance.

Maine

SOCIETY OF ART, PORTLAND

Pres. John Calvin Stevens.

Sec. Oliver P. T. Wish.

Maryland

DEPARTMENT OF LEGISLATIVE REFERENCE, BALTIMORE

Exec. Horace E. Flack.

ROLAND PARK CO., BALTIMORE

Pres. Edward H. Bouton.

Year's Accomplishments: First section of 526-acre subdivision developed.

Publication: "Gardens, Houses and People" (formerly "The Roland Park Company's Magazine"), Warren Wilmer Brown, Editor.

WOMEN'S CIVIC LEAGUE, BALTIMORE

Pres. Mrs. Page Edmunds.

Sec. Mrs. Alison H. Shaw.

Maintains special committees on Art, Citizenship, Health, Home Gardens, Smoke-Abatement, and Zoning.

Year's Accomplishments: Conducted Give-A-Job Campaign; also a Speakers' Bureau in the interests of Schools for Handicapped Children. Secured passing of a Comprehensive Zoning Ordinance through City Council; created playgrounds in congested districts,

CIVIC LEAGUE, HAGERSTOWN
Pres. Mrs. James Findley.
Sec. Mrs. E. E. Bradley.

Year's Accomplishments: Milk-supply to schools, activities in connection with securing of Town Forest, and lectures on civic matters continued. Instrumental in securing public-health physician for county.

CIVIC LEAGUE, ROLAND PARK

MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION, SILVER SPRING

Chmn. Irvin Owings.

Sec.-Treas. Thomas Hampton.

Chief Engr. and City Planner. Irving C. Root.

Year's Accomplishments: Definite progress in planning, land-acquisition, and development in connection with park program for the Maryland-Washington Metropolitan District.

CIVIC AND SCHOOL ASSOCIATION, PRINCE GEORGES COUNTY, TAKOMA PARK

Pres. E. C. Rowley.

Sec. Mrs. Leroy Freemire.

Maintains special committees on Parent and Teacher, Ways and Means.

Year's Accomplishments: School playgrounds improved; instrumental in securing police protection for school children, and milk for needy children.

Massachusetts

BUREAU OF GOVERNMENT, AMHERST

CITY PLANNING BOARD, BOSTON

Chmn. Frederic H. Fay.

Sec. Elisabeth M. Herlihy.

Maintains special committees on Civic Center, Conference on Metropolitan Boston, and Public Improvements.

Year's Accomplishments: Promotion of comprehensive thoroughfare plan, which included its presentation to civic organizations; support of legislative bills. Report on Civic Center published. Zoning work and studies in connection with playground development, street improvements, and health units carried on.

MASSACHUSETTS CIVIC LEAGUE, BOSTON

Pres. Joseph Lee.

Sec. Katherine Van Etten Lyford.

Maintains special committees on Billboards, Children's Welfare, Education, Housing and Town Planning, Legislation and Administration, Public Health, Public Service, Streets, Alleys and Waste Disposal. Also Committee to Secure More Women in the Enforcement and Administration of the Law.

Year's Accomplishments: Study of housing for small wage-earners, and survey of privately owned alleys in city completed. Held Intensive Conference on Housing, attended by housing and building experts, for discussion of present and future housing problems of Boston. Legislative support of bills for town-planning, public health, civic service, streets and alleys, regulation of over-night camps, and registration of state-wide research on promotion of human welfare, and of needs for research by social

organizations, clubs, and state departments undertaken. Series of lectures and legislative luncheons given.

Michigan

BUREAU OF GOVERNMENT, UNIVERSITY OF MICHIGAN, ANN ARBOR

Dir. Thomas H. Reed.

VILLAGE OF BIRMINGHAM, BIRMINGHAM

BOARD OF WAYNE COUNTY ROAD COMMISSIONERS, DETROIT

Chmn. Edward H. Hines.

Sec. William F. Butler.

Year's Accomplishments: Over 50,000 trees now planted and maintained along 250 miles of improved roads. Maintenance of roads includes construction and upkeep of comfort stations (14 completed), building of additional super-highways, widening rights-of-way of existing highways, landscaping of center strips, triangular areas at intersections, and ramps leading to grade separations, and construction of grade separations on all major highways. Wayne County Airport completed.

CITY PLAN COMMISSION, DETROIT

Pres. Roy H. Burgess.

Sec. Walter H. Blucher.

Year's Accomplishments: Grade-separation studies carried on; several projects involving large and unwise expenditures opposed.

CITIZENS' LEAGUE, DETROIT

Pres. Divie B. Duffield.

Sec. W. P. Lovett.

Minnesota

CITY PLANNING BOARD, ST. PAUL

Pres. Gerhard J. Bundlie.

Sec. Ruth Haglund.

Maintains 10 Civic Committees, including one on The State Capital Approach.

Year's Accomplishments: \$8,000,000 street-widening program begun and location of new city and county building chosen. Present site of courthouse sold to insure construction of two new buildings, one already completed.

Missouri

KANSAS CITY STAR, KANSAS CITY

WOMAN'S CITY CLUB, KANSAS CITY

Exec. Sec. Mrs. W. J. Doughty.

STARK BROTHERS, LOUISIANA

CITY PLAN COMMISSION, ST. LOUIS

Chmn. E. J. Russell.

Sec. Don H. Morgan.

Year's Accomplishments: Street-openings and widenings completed.

Nebraska

CHAMBER OF COMMERCE, LINCOLN

Pres. John H. Agee.

Sec. W. S. Whitten.

Maintains some 18 special civic committees.

Year's Accomplishments: Secured adequate water-supply for the city and approval of bonds to provide for new city

buildings; extension of Park and Boulevard System; promotion of Civic Center in harmony with proposed Capitol setting, and support of all movements to make State Capital a beautiful city.

New Hampshire

CITY PLANNING BOARD, MANCHESTER

Chmn. Alexis F. Bisson.

Clerk. William F. Howes.

Year's Accomplishments: Survey and report for acquisition of recreation areas completed; preliminary grading work, of several sites begun; important changes for improvement of traffic in business districts recommended.

New Jersey

WOMEN'S CIVIC CLUB, ABSECON

UNION COUNTY PARK COMMISSION,

ELIZABETH

Pres. Caxton Brown.

Sec. W. Richmond Tracy.

The park area, now representing over 6% of total area of county, was enlarged by 4,168 acres; 90% of the land has been acquired, 50% developed. All forms of recreation provided. There were 3,600,000 visitors during 1930, an increase of 35%. Over \$500,000 given in real-estate donations.

WAYNE TOWNSHIP CIVIC LEAGUE, MOUNTAIN VIEW

ESSEX COUNTY PARK COMMISSION, NEWARK

Pres. Robert S. Sinclair.

Sec. David L. Kelly.

SHADE TREE DIVISION, NEWARK

Pres. Ralph Huttenloeh.

Sec. Philip E. Alden.

Engaged in promoting shade-tree interests over entire state.

STATE LEAGUE OF MUNICIPALITIES,

TRENTON

Exec. Sec. Sedley H. Phinney.

New York

SOCIETY OF NATURAL SCIENCES, BUFFALO

Pres. Chauncey J. Hamlin.

Rec. Sec. Seymour H. Knox.

Cor. Sec. Darwin D. Martin.

Year's Accomplishments: Participated in numerous scientific expeditions and surveys. Exhibition program (ultimately to show story of Universe and Man) progressing. Research and education program continued and expanded. Average number of visitors to Museum, 9,000 per week.

FINGER LAKES STATE PARK COMMISSION, ITHACA

Chmn. Robert H. Treman.

Sec.-Engr. Carl Crandall.

Year's Accomplishment: Development of Finger Lakes State Park continued.

MATINECOCK NEIGHBORHOOD ASSOCIATION, LOCUST VALLEY, LONG ISLAND

Pres. Mrs. E. Mortimer Ward.

Continuation of neighborhood activities, including health and relief work.

PLANNING COMMISSION, NEWBURGH

AMTORG TRADING CO., NEW YORK CITY

ARCHITECTURAL LEAGUE, NEW YORK CITY

Pres. Raymond M. Hood.

Sec. Stephen Francis Voorhees.

The 46th Annual Exhibition of the League held April, 1931.

CITY CLUB, NEW YORK CITY

Pres. Richard S. Childs.

Sec. William F. Howes.

Civic Dir. Harry W. Marsh.

Maintains special committees on City Affairs, City Plan, Parks, Playground and Schools, Transportation, Legislation.

Year's Accomplishments: Instrumental in securing City Planning Department for City of New York; has taken active part in extension of park and playground system in the city; engaged in all other branches of civic work, including procurement of legislation to secure investigation of Magistrates' Courts in New York City.

LEGAL REFORM BUREAU, NEW YORK CITY

LONG ISLAND CHAMBER OF COMMERCE FOR BROOKLYN, QUEENS, NASSAU AND SUFFOLK COUNTIES, NEW YORK CITY

Pres. Lewis H. Pounds.

Sec. and Man. Dir. Meade C. Dobson.

Maintains special committees on Highways and Highway Traffic, Ports and Waterways, Roadsides, Conservation, Agriculture, Sanitation, and Aviation.

Year's Accomplishments: Organization of Roadside Committee with 350 members, representing 74 Long Island communities, to preserve natural roadside beauty, improve appearance of roadside stands and filling stations, and secure regulation taxation of billboards.

NEW YORK CHAPTER, A. I. A., NEW YORK CITY

REGIONAL PLAN ASSOCIATION, INC., NEW YORK CITY

Pres. George McAneny.

Sec. Wayne D. Heydecker.

Year's Accomplishments: General planning assistance given to municipalities in all parts of region; instrumental in creating new Planning Boards and Zoning Commissions throughout the area.

REGIONAL PLAN OF NEW YORK AND ITS ENVIRONS, NEW YORK CITY

Chmn. Frederic A. Delano.

Sec. Lawrence M. Orton.

Year's Accomplishments: Publication of Plan almost completed. Arranged for publication of "Mastering a Metropolis," a description of Plan in popular language by R. L. Duffus. Exhibits prepared and put at the disposal of public. Plan is kept up to date by special system of constant gathering and recording of information of projects relating to Regional Plan.

Ohio

CHAMBER OF COMMERCE, AKRON

Pres. H. B. Stewart.

Sec. Vincent S. Stevens.

Special committees on City and County Improvement, Depot and Grade Elimination, Education, Good Roads, Housing,

Parks and Recreation, Smoke Abatement, Street Traffic, and Waterways.

Year's Accomplishments: Total of 1,150 acres of land acquired by Metropolitan Park Bd. through gift or purchase for Park System; over 100,000 visitors to Park during summer. Street-traffic study begun. Extensive state and county highway construction program continued. Definite progress made in grade-elimination projects through completion of two important viaducts.

BETTER HOUSING LEAGUE, CINCINNATI

Pres. August Marx.

Exec. Sec. Bleecker Marquette.

Year's Accomplishments: Education of tenants in housekeeping, through lectures, demonstrations, and leaflets. Coöperated with Regional Planning Commission in the regulation of residential subdivisions.

MUNICIPAL REFERENCE BUREAU, UNIVERSITY OF CINCINNATI, CINCINNATI

Emmet L. Bennett, in charge.

CHAMBER OF COMMERCE, CLEVELAND

Pres. R. V. Robinette.

Exec. Sec. Munson Havens.

Maintains special committees on City Plan, Coöperative Metropolitan Government, Education, and Legislation.

STORRS & HARRISON, PAINESVILLE

LUCAS COUNTY PLANNING COMMISSION, TOLEDO

Chmn. George D. Lehmann.

Sec. William B. Brandt.

Engr. Charles E. Hatch.

Working for legislation of Surveyor's Bill, a State Park along Maumee River, Metropolitan Zoning Act, and Billboard Act. Rights-of-way of several highways increased; grade separation, elimination of dangerous curves, boulevard and park development overlooking creeks and rivers continued.

Pennsylvania

COMMUNITY HEALTH AND CIVIC ASSOCIATION, ARDMORE

Pres. William J. Serrill.

Sec. Alfred C. Maule.

Year's Accomplishments: Plans for extensive parks and parkways worked out, including that of 16-mile Parkway Drive along Schuylkill River connecting Fairmount Park with Valley Forge Park. Maintained watch service on insanitary housing, dangerous crossroads, unsightly dumps; promoted civic interest among high school seniors by addresses and organization of Civic Club for field work under supervision of Association.

BUREAU OF MUNICIPALITIES, HARRISBURG

CHAMBER OF COMMERCE, HARRISBURG

Pres. Henderson Gilbert.

Sec. Daniel M. Casey.

Year's Accomplishments: Broad road-rehabilitation program being urged in order to make city's approaches in keeping with improvements within the city; emphasis being centered on Middletown road.

CIVIC CLUB, HARRISBURG

Pres. Mrs. Martin W. Fager.

Rec. Sec. Mrs. John McI. Smith.

Year's Accomplishments: Through the Municipal Department worked for better housing; better policing of city parks; protection of River Drive from filling stations; served on Mayor's Traffic Commission for study of traffic problem. Outdoor Department completed 10 miles of Memorial Highway planting, held Garden Pilgrimages, sponsored gardens for the unemployed and supplied seeds; coöperated with city Playground Commission.

DEPARTMENT OF HIGHWAYS, HARRISBURG

Sec. Samuel S. Lewis.

Definite progress made in roadside improvement through clean-up campaign during which 24,843 illegal signs from public rights-of-way and 7,391 signs from private lands were removed.

MUNICIPAL LEAGUE, HARRISBURG

Pres. Vance C. McCormick.

Sec. Dr. J. Horace McFarland.

Year's Accomplishments: The Municipal League of Harrisburg acts mostly as a watch-dog. When need arises, it moves quickly and quietly, but with considerable efficiency.

STATE CHAMBER OF COMMERCE, HARRISBURG

Pres. Alba B. Johnson.

Sec. George E. Foss.

CHAMBER OF COMMERCE, JOHNSTOWN

Pres. Walter W. Krebs.

Sec. Harry Hesselbein.

Maintains special committee on Civic Affairs.

Year's Accomplishments: Secured gift of 254-acre park, deeded to city by Cambria Iron Company.

CITY PLANNING COMMISSION, JOHNSTOWN

Pres. Peter L. Carpenter.

Sec. George S. Fockler.

Year's Accomplishments: Hillside Boulevard, Point Bridge, and Johns Street Bridge completed. Preparations in progress for laying out of two parks, recently donated to city.

WOMAN'S CLUB, MECHANICSBURG

THE ART CLUB OF PHILADELPHIA

Pres. Arthur D. Smith.

Sec. Samuel W. Cooper.

Carries on educational work through exhibitions in Art Gallery.

CITY PARKS ASSOCIATION, PHILADELPHIA

CIVIC CLUB, PHILADELPHIA

Pres. Katharine Brinley.

Gen. Sec. Claire B. MacAfee.

Maintains regular active committees on Cleaner Philadelphia, Education, Motion Picture, Municipal Art, City Tree Planting, Joint Committee on Open-Air Pictures, Unnecessary Noise, Welfare.

Year's Accomplishments: A Civic Reference Library is maintained. Fight for pure water continued, over 100 petitions from other organizations presented to Legislature. Motion Picture Committee issued critical lists ranging pictures for different

ages. Annual Exhibition of Academy of Fine Arts opened free one evening for those who cannot come by day, 1,800 attended. Support of legislative measures toward Election Reform and City Manager Plan.

COUNCIL FOR THE PRESERVATION OF NATURAL BEAUTY, PHILADELPHIA

Pres. Mrs. William T. Elliott.
Cor. Sec. Mrs. Arthur Thomas.

Maintains special committees on Billboards, Conservation, and Wild Flowers.

Year's Accomplishments: Prepared and presented Talbot Bill to Legislature for licensing and taxation of billboards. Extensive propaganda included 30 Talks from 2 Broadcasting Stations and Conservation Exhibit at Florists' Annual Flower Show. Council maintains close cooperation with State Federation of Garden Clubs.

FAIRMOUNT PARK ART ASSOCIATION, PHILADELPHIA

Pres. Roland L. Taylor.
Sec. Henri Marceau.

Maintains special committee on Works of Art.

Year's Accomplishments: Memorial to John Harrison, pioneer chemist, to be completed and dedicated during 1931. Preliminary survey of east bank of Schuylkill made in connection with project made possible by Ellen Phillips Samuel Foundation.

NEW CENTURY CLUB, PHILADELPHIA

Pres. Mrs. Lewis R. Dick.
Sec. Emma L. Crowell.

Maintains special committees on Social Service and Welfare, Civics and Conservation.

Year's Accomplishments: Social Service work included making and distribution of large quantity of clothing, Christmas packages for 400 homeless children, street showers, loan scholarships, collections for unemployed, and dinners for undernourished children. Instrumental in providing two story-tellers for neighborhood playgrounds and courts.

PHILADELPHIA COMMISSION, PHILADELPHIA

Pres. Eli Kirk Price.
Sec. Clarence Gardner.

Maintains special committees on Study of City Hall Plaza and Program for New Federal Buildings.

Year's Accomplishments: Investigation and study of civic improvements and endorsement of important projects.

REGIONAL PLANNING FEDERATION OF THE PHILADELPHIA TRI-STATE DISTRICT, PHILADELPHIA

Pres. Col. Samuel P. Wetherill, Jr.
Exec. Dir. William H. Connell.

Maintains special committees on Aviation, Bridges, Highways, Sanitation, Water, Parks, and Public Reservations.

Year's Accomplishments: Regional planning studies now being carried on by over 200 planners, which comprise members of Technical Advisory Committee, consisting of outstanding architects, landscape architects, and chief engineering officials of the region. Comprehensive Plan for Region

worked out by new method, known as "the Philadelphia Idea," will be presented to the people of the Region, in the fall of 1931 in the form of a report containing a graphic presentation.

CITIZENS' COMMITTEE ON CITY PLAN, PITTSBURGH

Pres. Charles D. Armstrong.
Techn. Adv. and Exec. Frederick Bigger.

CIVIC CLUB OF ALLEGHENY COUNTY, PITTSBURGH

Pres. Maurice R. Scharff.
Sec. H. Marie Dermitt.

Maintains special committees on Municipal Affairs, Public Service and City Planning, Public Taxation and Finance, City Appearance, Metropolitan District, City Manager and Proportional Representation, State and Federal Affairs, Public Recreation, Open-Air Schools, and the Federal City.

Year's Accomplishments: Survey of city recreation centers. Sponsored outdoor Christmas lighting, mental tests, and scholarships for exceptionally able youths, national observance Stephen P. Foster anniversary. Urged food-probe with City Department of Supplies, and opposed and supported measures before Legislature.

VALLEY PLANNING ASSOCIATION, EAST PITTSBURGH

Pres. R. L. Wilson.
Sec. W. O. Rettig, 2d.

Maintains special committees on Sewerage and Drainage, Major Streets, Reforestation.

Year's Accomplishments: Preparation of Report on "Progress of Sewerage and Sewage Disposal, Turtle Creek Valley, March, 1931."

CITY PLAN COMMISSION, SCRANTON

Pres. F. L. Brown.
Sec. R. H. Martin.

Maintains special committees on Parks and Playgrounds, Thoroughfares and Transportation, Water-Supply and Sewerage, Housing and Esthetics, Zoning and other phases of Civic Improvement. Working on the establishment of navigation for Lackawanna River, endeavoring to secure dredging and widening within city limits. Traffic arteries from the north widened and straightened.

STATE FEDERATION OF PENNSYLVANIA WOMEN

Pres. and Dir. Mrs. John A. Frick.
Rec. Sec. Mrs. Charles W. Hunt.
Cor. Sec. Mrs. F. Whitney Davis.

Maintains departments on Education, Fine Arts, Legislation, and Public Welfare, and numerous divisions on civic improvement and community advance.

Year's Accomplishments: The Federation is making arrangements to purchase 163 acres of farmland adjacent to the Allegheny National Forest, to be presented to the Federal Forest Service for recreational purposes. An active campaign in the interests of Highway Beautification is being carried on in cooperation with the State Highway

Department, Lackawanna, Lucerne and Lawrence counties having been particularly active in roadside planting. The campaign includes the arousing of public sentiment against highway advertising ("scenic or sign-ic?") and the need for more vigilance in home and highway safety.

CHESTER COUNTY FOREST, PARK AND PLANNING ASSOCIATION, WEST CHESTER
Pres. Philip M. Sharples.
Sec. John W. Herring.

Maintains special committees on Forest Parks, Legislation, Publicity, and Survey.

Year's Accomplishments: Carried on publicity program for parks and general county planning, during which 100 addresses were given throughout the county. Secured appointment of County Park Board. Laid out 5 specific projects in map form.

CHAMBER OF COMMERCE, WILLIAMSPORT

Rhode Island

CHAMBER OF COMMERCE, PROVIDENCE

Pres. William W. Moss.

Sec. Richard B. Watrous.

Year's Accomplishments: Close contact by Civic Affairs Committee kept with all movements for further application of city and regional planning. In cooperation with Rhode Island Chapter, A. I. A., requested city to retain expert advice to work out Plan for Downtown Area, recently cleared of many old structures in preparation for new courthouse. New fire code drafted by Fire Prevention Committee (first real fire code in Providence). Noise Abatement Committee working for passage of ordinance similar to New York ordinance.

Publication: "Providence Magazine," Joseph W. Nutter, Editor.

CIVIC IMPROVEMENT AND PARK ASSOCIATION OF R. I., PROVIDENCE

Pres. Luther D. Burlingame.

Sec. Richard B. Watrous.

Maintains special committees on Parks and Boulevards, River-Banks and Coast-Line, Regional Planning, Tree- and Shrub-Planting, Refuse and Dumps, City Planning—Art Commission, Smoke Prevention, Billboards.

Year's Accomplishments: Coöperated in the development of a Civic Center for Providence; facilities of bathing-beaches improved. Working for smoke prevention, billboard control, and Whitten Traffic and Thoroughfare Plan.

Texas

FLIPPEN-PRATHER REALTY CO., DALLAS

Pres. E. L. Flippen.

Sec. R. H. Morton.

Year's Accomplishments: Began construction of Highland Park Shopping Village, a new experiment on 9 acres of ground providing parking space for cars off the traffic ways and facing stores.

KESSLER PLAN ASSOCIATION, DALLAS

Pres. Dr. E. H. Cary.

Sec. John E. Surratt.

Year's Accomplishments: Executed program to eliminate shoe-string formation

of the business district by opening and widening eight cross-town streets; campaigned for finer home city, including zoning, better sanitation and drainage, parking of creeks and Great White Rock Lake; promoted county development through contest in county towns and planned intensive state-wide town and city building program through field work and correspondence, loan of slides, and distribution of special publication, "For Success in City Building, being a city-planning program for a Texas town or city."

CITY PLANNING COMMISSION, HOUSTON

Virginia

WOMAN'S CLUB OF ACCOMAC COUNTY,

ONLEY

Pres. Mrs. C. R. Waters.

Sec. Mary Wise.

Maintains special committee on Public Welfare.

Year's Accomplishments: Civic activities included clothing and feeding of 200 children, care of aged, support of sick in proper institutions, help at Christmas-time. Plans in progress for roadside improvement. Better Homes Week observed.

CHAMBER OF COMMERCE, ROANOKE

Pres. Leo F. Henebry.

Sec. B. F. Moomaw.

Maintains special committee on Civic and Municipal Affairs.

Wisconsin

CITY CLUB, MILWAUKEE

Pres. Francis W. Dickey.

Sec. Bernard Fahey.

Civic Sec. Leo Tiefenthaler.

Maintains special committees on Annexation and Unification, City Charter, City Planning, County Policies, Court Relations, Roadside Improvement, Harbor and Terminals; also committees on Public Education, Finance, Safety, and Utilities.

Publication: "City Club News."

WOMAN'S CLUB, RACINE

Foreign Organizations

PROVINCIAL TOWN AND RURAL PLANNING ADVISORY BOARD, EDMONTON, ALBERTA, CANADA

Chmn. C. L. Gibbs, M. L. A.

Dir. Horace L. Seymour.

Maintains provincial committees on Legislation, Education and Publicity, Publication, Highway Planting, and Planning for Future Settlement.

Year's Accomplishments: Removal of thousands of signboards from and adjoining the highways (over 600 removed by one firm); control, design, and location of new filling stations on highways; town planning activities in local centers encouraged, 18 Town Planning Commissions appointed in last two years. Zoning caveat is registered with all new subdivisions, designating the use of property as industrial, commercial, residential, or agricultural. (Over 60 such caveats in the last two years since the formation of the Board.)

ONTARIO HORTICULTURAL ASSOCIATION,
TORONTO, CANADA
Pres. J. Albert Smith.

Sec. & Editor. J. Lockie Wilson.
Maintains 288 branches throughout Ontario, with membership of 80,000.

Year's Accomplishments: Inaugurated Campaign for Beautification of All Canada, also Rural and Civic Improvement Campaign. Section of Kings Highway to be planted with roses.

TOWN PLANNING COMMISSION, VANCOUVER,
B. C., CANADA

Chmn. Arthur G. Smith.

Engr.-Sec. J. Alexander Walker.

Year's Accomplishments: The Commission's Report "A Plan for the City of Vancouver 1930" was brought up to date, and includes an additional report on Town Plan of the South Vancouver Area. Bond issue for \$925,000 has been passed by taxpayers to carry out Plan which includes large appropriation for development of parks and other recreational areas, as well

as widening of Kingsway. Comprehensive Zoning By-Law, covering three amalgamated municipalities, passed and in operation.

MINISTRY OF HEALTH, LONDON, ENG.
George L. Pepler, F. S. I.

SIEDLUNGSVERBAND RUHRKOHLENBEZIRK,
ESSEN-RUHR, GERMANY
Dir. Dr. Robert Schmidt.

NEDERLANDSCH INSTITUUT VOOR VOLKSHUISVESTING EN STEDEBOUW, AMSTERDAM, HOLLAND

Pres. M. J. T. de Jong van Ulemeet.

Sec. & Dir. Dr. D. Hudig.

Maintains committees on City Planning Legislation, Slum Clearance, and Landscape Architecture.

Year's Accomplishments: Advice to Government on revision of Dutch Housing and Town Planning Act; exhibition at Amsterdam illustrating results of this Act during period 1902-29; publication of Memorial Volume "De Woningseelt, 1902-29."

Subscribing Libraries

ALABAMA

Alabama Polytechnic Institute Library, Auburn.

Public Library, Birmingham. *Dir.:* Lila May Chapman.

CALIFORNIA

University of California Library, Berkeley. *Libr.:* Harold L. Leupp.

County of Los Angeles Free Library, Los Angeles. *Libr.:* Helen E. Vogleson.

Public Library, Los Angeles. *Libr.:* Everett R. Perry.

University of Southern California Library, Los Angeles. *Libr.:* Charlotte M. Brown.

Public Library, Pasadena. *Libr.:* Jeannette M. Drake.

COLORADO

University of Colorado Library, Boulder. *Libr.:* C. Henry Smith.

CONNECTICUT

Connecticut State Library, Hartford. *Libr.:* George S. Godard.

DISTRICT OF COLUMBIA

Library of Congress. *Libr.:* Herbert Putnam.

George Washington University Library. *Libr.:* Alfred F. W. Schmidt.

FLORIDA

University of Florida Library, Gainesville. *Libr.:* Cora Miltimore.

GEORGIA

General Library, University of Georgia, Athens. *Libr.:* Duncan Burnet.

HAWAII

Municipal Reference Library, Honolulu. *Libr.:* Mrs. Grace M. Bartlett.

ILLINOIS

Public Library, Chicago. *Libr.:* Carl B. Rodan.

ILLINOIS, continued

John Crerar Library, Chicago. *Libr.:* J. Christian Bay.

Northwestern University Library, Evanston. *Libr.:* Theodore W. Koch.

Municipal Reference Library, Galesburg. *Dir.:* Julia E. Bailly.

Illinois State Library, Springfield. *Supt.:* Harriet M. Skogh.

University of Illinois Library, Urbana.

Libr.: P. L. Windsor.

INDIANA

Public Library, Indianapolis. *Libr.:* Luther L. Dickerson.

Indiana State Library, Indianapolis. *Dir.:* Louis J. Bailey.

Purdue University Library, Lafayette. *Libr.:* William M. Hepburn.

IOWA

Iowa State Library, Des Moines. *Libr.:* Johnson Brigham.

Iowa State University Library, Iowa City. *Dir.:* Milton E. Lord.

KANSAS

University of Wichita Library, Wichita.

MASSACHUSETTS

Massachusetts Agricultural College Library, Amherst. *Libr.:* Basil B. Wood.

Public Library, Boston. *Dir.:* Charles F. D. Belden.

Massachusetts State Library, Boston. *Libr.:* Edward H. Redstone.

Harvard College Library, Cambridge. *Libr.:* Alfred C. Potter.

School of City Planning Library, Harvard University, Cambridge. *Libr.:* Katherine McNamara.

Public Library, Waltham. *Libr.:* Leslie T. Little.

MICHIGAN

- University of Michigan Library, Ann Arbor. Libr.: W. W. Bishop.
 Public Library, Detroit. Libr.: Adam Strohm.
 Public Library, Grand Rapids. Libr.: Samuel H. Ranck.
 Michigan State Library, Lansing. Libr.: Mrs. Mary E. Frankhauser.
 Dorsch Memorial Library, Monroe. Libr.: Mary J. Crowther.

MINNESOTA

- Public Library, Minneapolis. Libr.: Gratia A. Countryman.
 Minnesota State Library, St. Paul.

MISSISSIPPI

- University of Mississippi Library, University. Libr.: Whitman Davis.

MISSOURI

- Public Library, Kansas City. Libr.: Purd B. Wright.
 Municipal Reference Library, St. Louis.
 Public Library, St. Louis. Libr.: Arthur E. Bostwick.

NEBRASKA

- University of Nebraska Library, Lincoln. Libr.: Gilbert H. Doane.

NEW HAMPSHIRE

- Dartmouth College Library, Hanover. Libr.: Nathanjal L. Goodrich.

NEW JERSEY

- Free Public Library, Newark. Libr.: Beatrice Winsor.
 Free Public Library, Trenton. Libr.: Howard L. Hughes.

NEW YORK

- New York State Library, Albany. Dir.: James I. Wyer.
 Public Library, Buffalo. Libr.: Walter L. Brown.
 Colgate University Library, Hamilton. Libr.: Dr. Charles Worthen Spencer.
 Columbia University Library, New York City. Libr.: Roger Howson.
 Public Library, New York City. Libr.: Edwin H. Anderson.
 Public Library, Rochester. Libr.: William F. Yust.

NORTH CAROLINA

- Duke University Library, Durham. Libr.: Joseph Penn Breedlove.

OHIO

- Public Library, Akron. Libr.: Will H. Collins.
 University of Cincinnati Library, Cincinnati. Dir.: Edward A. Henry.

OHIO, continued

- Adelbert College Library, Western Reserve University, Cleveland. Libr.: George F. Strong.
 Public Library, Cleveland. Libr.: Linda A. Eastman.
 Ohio State University Library, Columbus. Libr.: Earl N. Manchester.

OREGON

- University of Oregon Library, Eugene. Libr.: Matthew H. Douglass.
 Oregon State Library, Salem. Libr.: Harriet C. Long.

PENNSYLVANIA

- J. Herman Bosler Memorial Library, Carlisle.
 University of Pennsylvania Library, Philadelphia. Libr.: Asa Don Dickinson.
 Carnegie Library of Pittsburgh. Dir.: Ralph Munn.

RHODE ISLAND

- State Library of Rhode Island, Providence. Libr.: Herbert O. Brigham.
 Public Library, Providence. Libr.: Clarence E. Sherman.

SOUTH DAKOTA

- South Dakota State College Library, Brookings. Libr.: William H. Powers.

TEXAS

- Texas State Library and Historical Commission, Austin. Acting Libr.: Fannie M. Wilcox.
 Public Library, Dallas. Libr.: Cleora Clanton.
 Public Library, El Paso. Libr.: Mrs. Maud D. Sullivan.
 Forum of Civics Library, Houston.

UTAH

- Public Library, Salt Lake City. Libr.: Joanna H. Sprague.

VIRGINIA

- Virginia Polytechnic Institute Library, Blacksburg. Libr.: Ralph M. Brown.
 College of William and Mary Library, Williamsburg. Libr.: E. G. Swem.

WASHINGTON

- Public Library, Seattle. Libr.: Judson Toll Jennings.

WEST VIRGINIA

- West Virginia University Library, Morgantown. Libr.: L. D. Arnett.

WISCONSIN

- Municipal Reference Library, Milwaukee.

National Exchange Members

AMERICAN ASSOCIATION OF MUSEUMS, WASHINGTON, D. C.

Pres. Fiske Kimball.
Dir. Laurence Vail Coleman.

Maintains committees on Outdoor Education, Fire Hazards, and Radio Education.

Year's Accomplishments: Completed Decade Survey of Museums with statistical studies and directory; building of museums in National Parks, educational research, and usual activities, including the publication of monographs and regional national conferences carried on.

Publication: "Museum News," L. C. Everard, Editor.

AMERICAN FEDERATION OF ARTS, WASHINGTON, D. C.

Pres. Frederic Allen Whiting.
Sec. Leila Mechlin.

Publication: "The American Magazine of Art," Frederic Allen Whiting, Editor; R. F. Bach, John I. Bright, Harlean James, Leila Mechlin, Roy Mitchell, A. D. Zanzig, Assoc. Editors. "The American Art Annual," "American Art Serials."

AMERICAN FORESTRY ASSOCIATION, WASHINGTON, D. C.

Pres. George D. Pratt.
Exec. Sec. Ovid Butler.

Year's Accomplishments: Educational campaign against forest fires sponsored; National Tree Planting project launched, and forest knowledge and activities among children stimulated; sponsored creation of National Timber Conservation Board; legislative measures opposed and endorsed.

Publication: "American Forests," Ovid Butler, Editor.

AMERICAN GAME ASSOCIATION, WASHINGTON, D. C.

Pres. Seth Gordon.
Sec. Augustus S. Houghton.

Year's Accomplishments: Principal effort directed toward moulding proper public opinion, encouraging the practice of clean sportsmanship, and demonstrating proper methods for increase of fish and game; promoted wild-life research, assisted in improvement of game laws and administration; responsible for important legislation relating to migratory bird-protection in the U. S. and Canada.

Publication: "American Game," Charles Richards, Editor.

AMERICAN NATURE ASSOCIATION, WASHINGTON, D. C.

Pres. Arthur Newton Pack.
Sec. Percival S. Ridsdale.

Year's Accomplishments: Conducted research campaign for beautification of high-

ways by elimination of billboards and other unsightly commercial structures.

Publication: "American Nature Magazine," Percival S. Ridsdale, Mng. Editor; Arthur Newton Pack, Assoc. Editor.

ART CENTER, NEW YORK CITY

Pres. Richard de Wolfe Brixey.
Dir. Alon Bement.
Sec. Blanche A. Byerley.

Maintains committees on Wayside Stands, Propaganda on Metropolitan Interest in Art, National Interest in Art & Design, Industrial Improvement in Design.

Publication: "Art Center Bulletin," Florence N. Levy, Editor.

GARDEN CLUB OF AMERICA, NEW YORK CITY

Pres. Mrs. William A. Lockwood.
Sec. Mrs. Percy H. Williams.

Maintains committees on Billboards and Roadsides, Conservation and National Capital.

Year's Accomplishments: Donation to State of California of 2552.72 acres in the Redwood District, to be added to California State Redwood Preserve; cooperation with all other organizations working for civic improvement; cooperation with plans for planting approaches to Washington, in commemoration of George Washington Bi-Centennial; State Conservation Committees working for preservation of native trees, plants, and flowers; state Roadside Committees working for better legislation for preservation of the beauty of our roadsides.

Publication: "Bulletin of the Garden Club of America," Mrs. T. H. B. McKnight, Editor.

ISAAK WALTON LEAGUE, CHICAGO, ILL.

Pres. George E. Vincent.
Sec. M. K. Reckord.

Took leading part in campaign for purchase, research, protection, and planting program for National Forests; led the fight to save Quetico-Superior Wilderness; cooperated in securing conservation of Cumberland Falls and Great Falls of the Potomac; continued campaign for acquisition of wild-life refuges and virgin areas, to safeguard scenic, historic, scientific, and recreational values throughout the country.

Publication: "Outdoor America," Cal Lansworth Johnson, Editor.

NATIONAL HOUSING ASSOCIATION, NEW YORK CITY

Sec. Lawrence Veiller.

Year's Accomplishments: The Association served as Information Center and

Clearing House on Housing for the U. S.; active propagandist work for better housing was carried on; miscellaneous monographs on housing published.

Publication: "Housing," Lawrence Veiller, Editor.

NATIONAL MUNICIPAL LEAGUE, NEW YORK CITY

Pres. Richard S. Childs.

Sec. Russell Forbes.

Maintains committees on Citizen Organization for Municipal Activity, Model Administrative Code, Park & Playground Administration. Organized Citizens' Parti-

cipation in City Government, New Municipal Program.

Year's Accomplishments: Distributed 15,000 copies of publications, which included two supplements to the "National Municipal Review," two books, two committee reports, and one campaign pamphlet; assisted 51 cities in city-management campaigns and 19 cities in charter drafting; promoted nation-wide interest in county management and kept 2,000 newspapers informed on progress in municipal government and administration.

Publication: "National Municipal Review," Harold W. Dodds, Editor.

Federated Societies on Planning and Parks

(Published in 1929 "What About the Year 2000?"—An Economic Survey of Land Uses)

Honorary President, J. HORACE MCFARLAND

Executive Secretary, HARLEAN JAMES

AMERICAN CIVIC ASSOCIATION

Pres. Frederio A. Delano.

Exec. Sec. Harlean James.

Maintains special committees on Regional Planning, Roadside Improvement, National Parks, and Federal City.

Year's Accomplishments: Coöperated with A. S. L. A. and National Capital Park & Planning Commission in mass meeting to present preliminary Regional Plan of Washington; held Traveling Annual Meeting in Philadelphia Tri-State Region; aided in securing passage of Cramton-Capper George Washington Memorial Parkway Act, approved May 29, 1930; supported various National Park measures in Congress; studied problems in several western National Parks and made inspection of Kings River area; coöperated with American Nature Association, National Council for the Protection of Roadside Beauty, and the Washington *Evening Star* in survey of Highway Approaches to Washington and carried on campaign for improvement of roadsides in Washington Region.

Publications: "American Civic Annual," Vols. I and II, Harlean James, Editor; "Civic Comment," Mrs. Edward R. Padgett, Editor.

AMERICAN INSTITUTE OF PARK EXECUTIVES

Pres. Walter Wright.

Exec. Sec. William H. Walker.

Maintains committees on Playgrounds and Recreation, Conservation of Wild Life, City Planning in Relation to Parks, and Boulevards, National, State, and Provincial Parks, Zoological Exhibits, and Horticulture.

Publication: "Parks and Recreation," Will O. Doolittle, Editor.

AMERICAN PARK SOCIETY

Pres. Walter Wright.

Exec. Sec. William H. Walker.

NATIONAL CONFERENCE ON CITY PLANNING

Pres. Harland Bartholomew.

Sec. Flavel Shurtleff.

Year's Accomplishments: Collected material for American Planning Exhibit at International Housing and Town Planning Congress, Berlin; prepared and distributed condensed planning course for colleges; held annual National Planning Conference in Rochester, N. Y.; published *Planning Problems of Town, City and Region* (Proceedings of Rochester Conf.), *Planning Broadcasts* in coöperation with Planning Foundation of America, and established more active contact with city planning commissions throughout the country.

Publication: "City Planning," Henry V. Hubbard, Editor.

NATIONAL CONFERENCE ON STATE PARKS

Pres. Howard B. Bloomer.

Exec. Sec. Herbert Evison.

Year's Accomplishments: Tenth Annual Meeting, Linville, N. C.; successful leadership in Cumberland Falls preservation campaign; initiation of field survey of State Park methods.

Publications: "A State Park Anthology," and "State Recreation," Herbert Evison, Editor.

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